AGENDA

LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 20 MARCH 2023

11.00am

Location Ashfield Service Centre, 260 Liverpool Road, Ashfield

Function of the Local Traffic Committee

Background

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

Role of the Committee

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

Committee Delegations

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

Committee Membership & Voting

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

Committee Chair

Council's representative will chair the meetings.

Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.

AGENDA

Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

Minutes of Local Traffic Committee Meeting
Held on 20 February 2023 at Ashfield Service Centre

Meeting commenced at 11.03am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present.

COMMITTEE REPRESENTATIVES PRESENT

Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Patricia Arcilla	Representative for Jenny Leong MP, Member for Newtown
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
John Begley	Transport for NSW (TfNSW)

OFFICERS IN ATTENDANCE

Solon Ghosh	Transport for NSW (TfNSW)
Colin Jones	Inner West Bicycle Coalition (IWBC)
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Jason Scoufis	IWC's Traffic and Parking Planner
Mohammed Haque	IWC's Civil Engineer
Jalal Uddin	IWC's Civil Engineer
Christina Ip	IWC's Business Administration Officer

VISITORS

Helen Russell	Resident – Item 4

APOLOGIES:

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward
Cr Chloe Smith	Councillor – Damun-Stanmore Ward

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 5 December 2022 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held on 21 November 2022 were adopted at Council's meeting on 13 December 2022 subject to the following amendment:

a) LTC1122(1) Item 3 (5) be amended to 'Council will retain the no-left turn restriction from Wardell Road onto Riverside Crescent, installed in early 2021 as part of the Greenway Project, and will investigate further measures that protect pedestrian and cyclist safety and alleviate traffic on Wardell Road.'

The IWBC representative requested that cyclists be excepted at the no left turn restriction from Wardell Road. Council Officers will investigate this request separately.

The Local Traffic Committee recommendations of its meeting held on 5 December 2022 were adopted at Council's meeting on 14 February 2023 subject to the following additions to Item 2 Tempe Reserve, Tempe – Temporary Road Closures for Sydney IGLFA Soccer Tournament 20-23 February 2023 – (Midjuburi - Marrickville Ward/Heffron Electorate/Newtown LAC):

That:

1. no objection be raised to the Soccer Tournament over the four day period between 11 February to 5 March 2023 subject to the applicant complying with the following conditions:

   a) the Traffic Management Plan (TMP) be reviewed and updated accordingly to address issues raised in this report.
   Reason – to ensure the event runs safely and efficiently throughout this period and to address any unforeseen issues arising;

   b) the applicant is to provide an estimate of expected traffic volume figures attending the event. This shall include details about the average arrivals/departures per day as well as peak hour arrivals/departures. Furthermore, direction(s) of traffic flow needs to be included in this analysis (ie. of where traffic is going to and coming from).
   Reason - This information is required for each day to assess the impact of any possible traffic congestion at the signalised intersection of Holbeach Avenue and Princes Highway;

   c) an updated TMP be sent to TfNSW for their review and comment.
   Reason – to ensure TfNSW is aware of the event series and can provide comment on any impact(s) on the operation of the signalised intersection of Highway and Holbeach Avenue, Tempe;

   d) notification of the proposed event be forwarded to the NSW Police, Transit Systems and State Transit Authority (Kingsgrove Depot), the NSW Fire Brigade and the NSW Ambulance Services.
   Reason – so emergency services and transport services are aware of the event series and can plan around the event;

   e) affected residents and/or businesses are notified in writing at least two weeks prior to event and the event organiser and traffic control company contact details and names be included in the notification letters.
   Reason – so residents and businesses are aware of the event series and can plan around event;

   f) adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. TCP must be implemented on the day(s) by an appropriate certified traffic controller (designer of TCP or similar certification). Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

Reason – to ensure that the management of pedestrians, cyclists, vehicles and road other users is undertaken in a safe and efficient manner.

2. additional traffic controllers to be situated at:

   a) the western end of South Street;

   b) Bay Street east of Princes Highway;

   c) Station Street east of Princes Highway; and

   d) Hart Street east of Princes Highway.

3. the above comments of the Local Traffic Committee be received and noted;

4. note the request from ten or more residents for a resident parking scheme in the area bounded by the Princes Highway and South Street, Smith Street and Holbeach Avenue, Tempe, and commence investigation of such a scheme; and

5. at the conclusion of that investigation, commence a Parking Study of the area around Tempe Reserve as noted in the Tempe Reserve Plan of Management.

LTC0223(1) Item 1 Darling Street between Mort Street and Curtis Road, Balmain - Road Occupancy - ANZAC Day Dawn Service (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

In preparation to mark the ANZAC Day Dawn Service 2023 on Tuesday, 25 April 2023, Inner West Council is organising the ANZAC Day dawn Service at the Loyalty Square War Memorial, Balmain. To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road between 2:30am and 9:30am.

Officer's Recommendation

That the temporary road closure of Darling Street (Mort Street to Curtis Road), Balmain on Tuesday, 25 April 2023 between 2.30am – 9.30am be supported, subject to the following conditions:

1. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;

2. That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain; and

3. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the temporary road closure of Darling Street (Mort Street to Curtis Road), Balmain on Tuesday, 25 April 2023 between 2.30am – 9.30am be supported, subject to the following conditions:

1. **All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;**

2. **That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain; and**

3. **The occupation of the road carriageway must not occur until the road has been physically closed.**

For motion: Unanimous

LTC0223(1) Item 2 The Terrace, Birchgrove - Proposed Kerb Extension and Landscaped Garden Bed (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council is planning to improve the streetscape in The Terrace Birchgrove by formalising the existing kerb blister constructed from temporary materials by constructing a new landscaped and integrated kerb blister island. The proposal aims to improve pedestrian and motorist safety by better defining the existing traffic lane and parking arrangements in the street, providing a more accessible footpath and improve the visual amenity by providing additional landscaping.

Officer's Recommendation

That the attached detail design plan (Design Plan No.10217-A) for the proposed kerb extension and garden bed at the entrance of Birchgrove Oval on The Terrace, Birchgrove be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the attached detail design plan (Design Plan No.10217-A) for the proposed kerb extension and garden bed at the entrance of Birchgrove Oval on The Terrace, Birchgrove be approved.

For motion: Unanimous

LTC0223(1) Item 3 Balmain Road, Leichhardt (At Hill Street) - Proposed Pedestrian Improvement Works (Gulgadya - Leichhardt Ward/ Balmain

Electorate/ Leichhardt PAC)

SUMMARY

Council is planning to improve pedestrian safety in Balmain Road, Leichhardt by reconstructing and relocating the existing raised pedestrian (zebra) crossing and providing a landscaped footpath to better align the pedestrian crossing point in Hill Street where it intersects with Balmain Road. The proposal aims to improve pedestrian and motorist safety by relocating the pedestrian crossing away from the intersection which is intended to reduce conflicts with traffic movements and improve pedestrian safety at this location.

Officer's Recommendation

That the attached detailed design plan (Design Plan No.10237) for the proposed pedestrian crossing improvements on Balmain Road, Leichhardt at Hill Street be approved.

DISCUSSION

Council Officers tabled a late submission from a resident who supported the proposal.

The TfNSW representative asked if bus operators have commented on the design. Council Officers advised that they were provided an opportunity to comment but have not provided any. Council Officers will follow up with Transit Systems to confirm if there are any issues.

The IWBC representative requested 'Bicycles May Use Full Lane' signage on Balmain Road. Council Officers will investigate this request.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the attached detailed design plan (Design Plan No.10237) for the proposed pedestrian crossing improvements on Balmain Road, Leichhardt at Hill Street be approved.

For motion: Unanimous

LTC0223(1) Item 4 Balmain Road, Leichhardt (At Stanley Street) - Proposed Pedestrian Improvement Works (Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council is planning to improve pedestrian safety in Balmain Road by upgrading the existing at-grade crossing to a raised (zebra) pedestrian crossing. The proposal aims to improve pedestrian and motorist safety by replacing the existing two speed cushions on each approach with a single raised crossing and reduce vehicle speeds.

Officer's Recommendation

That the attached detail design (Design Plan No.10238) for the proposed raised pedestrian (zebra) crossing on Balmain Road, Leichhardt at Stanley Street be approved.

DISCUSSION

Public speaker: Helen Russell entered at 11.07am.

Ms Russell supported the recommendation and suggested that Council consider:

- more traffic calming measures to slow vehicles on approach to the Balmain Road pedestrian crossing, particularly to slow traffic coming from the Marion Street intersection;
- extending the Leichhardt Public School and Sydney Secondary College school zones to the section of Balmain Road between Wetherill Street and the Derbyshire Road intersection; and
- making signage more visible by trimming trees obstructing signs and making signs larger and higher.

(Ms Russell left at 11.12am.)

In response to Ms Russell's suggestions, Council Officers advised that speed cushions on approach to the pedestrian crossing was previously installed to slow approach traffic. This treatment for the crossing has not had the desired traffic calming effect which has led to the current proposal being considered.

Council Officers can investigate increasing visibility of signage on Balmain Road and check whether any trees require maintenance. It was noted that Council Officers were on site recently and did not observe any trees obstructing pedestrian crossing signage.

TfNSW will assess whether the school zones can be extended as suggested by the resident. The TfNSW representative advised that the length of the 'No Stopping' zone from the departure side of the pedestrian crossing should be 10m rather than 7.5m as per technical directions.

Committee members asked why the height of the raised pedestrian crossing is proposed to be 90-100mm even though Balmain Road is part of a bus route. Council Officers advised that the design was constrained due to site conditions as the footpath level needs to transition to the height of the pedestrian crossing. A crossing height of 75mm would create a steep and inappropriate transition which is not desirable to pedestrians. To accommodate the 90-100mm pedestrian crossing, the design also lengthened the ramps on each side of the crossing to 2m to provide an appropriate ramp grade for buses. Council Officers will discuss this further with Transit Systems.

Council Officers also tabled an amended design plan (Attachment 1) which incorporates a kerb extension on the north east corner of the Balmain Road / Stanley Street intersection to create a narrowing prior to the intersection, as requested by a resident and the IWBC, to keep cyclists central to the carriageway and shorten the crossing distance for pedestrians across Stanley Street.

The IWBC representative asked if the garden bed could be widened so that the narrowing of the intersection could start further up in Balmain Road. Council Officers advised that the garden beds have been widened as much as possible and further widening is restricted by turn movements from Short Street.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the attached detail design (Design Plan No.10238-A) for the proposed raised pedestrian (zebra) crossing on Balmain Road, Leichhardt at Stanley Street be approved.

For motion: Unanimous

LTC0223(1) Item 5 Gow Street at Punch Street and Fitzroy Avenue, Birchgrove - Proposed Kerb Extension and New Footpath (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council is planning to improve pedestrian safety by constructing a new landscaped kerb extension and footpath in Punch Street and Gow Street, Birchgrove. The proposed works is intended to improve pedestrian and motorist safety in the area.

Officer's Recommendation

That the attached detail design plan (Design Plan No.10224-A) for the proposed kerb extension and footpath on Gow Street at Fitzroy Avenue and Punch Street, Birchgrove be approved.

DISCUSSION

Council Officers advised that a late submission was received from a resident who did not support the proposal with comments similar to those already provided to the Committee.

The TfNSW representative requested for the 'No Stopping' line to be extended into Gow Street. Council Officers stated this may impact parking so consultation would need to be undertaken to extend the line.

TfNSW representatives also stated that the existing School Zone sign has been twisted to face the wrong direction. They requested that Council turn the sign back 90 degrees when they are undertaking the kerb extension and footpath works.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the attached detail design plan (Design Plan No.10224-A) for the proposed kerb extension and footpath on Gow Street at Fitzroy Avenue and Punch Street, Birchgrove be approved.

For motion: Unanimous

LTC0223(1) Item 6 Challis Avenue at Albermarle Street, Dulwich Hill – Proposed Kerb Extension and New Footpath (Design Plan No.10225) (Midjuburi – Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

A design plan has been finalised for the proposed kerb extension and new footpath in Challis Avenue, Dulwich Hill, at its intersection with Albermarle Street. The proposal includes the construction of a new concrete kerb and gutter, new concrete footpath with associated kerb ramps and a new kerb blister island with low level plantings. It is anticipated that this proposal will improve pedestrian and motorist safety by defining the existing traffic lanes and traffic movements and will provide a more accessible footpath and safer crossing facility.

Officer's Recommendation

That the design plan for the proposed kerb extension and new concrete footpath in Challis Avenue at the intersection of Albermarle Street, Dulwich Hill (Design Plan No.10225) be approved.

DISCUSSION

The representative for the Member for Summer Hill commented that while residents are generally supportive of the proposed kerb extension, there are concerns with its impact to parking and suggested that Ausgrid be requested to remove the power poles obstructing the pathway. Council Officers advised that submissions have been made to remove the poles and stated that even with the provision of kerb extension, the poles will still be in the way.

The IWBC representative commented that dark coloured power poles, signposts and bollards obstruct pedestrians and cyclists as they are not visible in low light and requested that they be marked in colours more visible in low light. Council Officers noted this request.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the design plan for the proposed kerb extension and new concrete footpath in Challis Avenue at the intersection of Albermarle Street, Dulwich Hill (Design Plan No.10225) be approved.

For motion: Unanimous

LTC0223(1) Item 7 Church Street, St Peters – Proposed Marked Parking Bays (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Council is proposing to formalise the existing footpath parking in the cul-de-sac section of Church Street east of Victoria Street, St Peters to allow this parking behaviour to occur whilst retaining adequate travel lane width for emergency service vehicles and adequate footpath width for pedestrians.

Officer's Recommendation

That:

1. 'Park in Bays Only' restrictions be approved and installed in Church Street, east of Victoria Street, St Peters; and

2. Parking bay line marking be installed on Church Street, St Peters, east of Victoria Street, as shown on the signposting and linemarking plan, including:
    a. The 5-space section of footpath parking on the north side of Church Street, St Peters, between the school entrance opposite Victoria Street and eastern boundary of property No.95 Church Street;
    b. On street parking on the south side of Church Street in front of property Nos. 138-148, 150,154,156.

DISCUSSION

The TfNSW representative raised concerns that the proposed footpath parking will reduce the footpath width to 1.2m which does not comply with technical directions for a 1.8m path on both sides of the street and creates unsafe parking behaviour close to the school.

Council Officers advised that the proposed footpath parking is in the cul-de-sac section of Church Street that receives low vehicle and pedestrian volumes as it was also located away from the school gate and does not include any of the drop-off/pick-up restrictions. It was noted that St Peters Public School was consulted and did not raise any issues with the proposal.

The TfNSW representative requested that because the footpath width is not compliant with technical directions, Council review the parking six months after installation. The Committee members agreed to incorporate this request in the recommendation.

COMMITTEE RECOMMENDATION

That:

1. **'Park in Bays Only' restrictions be approved and installed in Church Street, east of Victoria Street, St Peters;**

2. **Parking bay line marking be installed on Church Street, St Peters, east of Victoria Street, as shown on the signposting and linemarking plan, including:**
    a. **The 5-space section of footpath parking on the north side of Church Street, St Peters, between the school entrance opposite Victoria Street and eastern boundary of property No.95 Church Street;**
    b. **On street parking on the south side of Church Street in front of property Nos. 138-148, 150,154,156; and**

3. **The changes be reviewed six months following installation and the outcome be reported to the Traffic Committee.**

For motion: Unanimous

LTC0223(1) Item 8 437 – 439 Illawarra Road, Marrickville – ENR1/2020/0157 Condition 3 – Signs and Line Markings Plan - DA 201800560 (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

A detailed signs and line marking plan for 437-439 Illawarra Road, Marrickville has been submitted as part of ENR1/2020/0157 approval special condition 3 "Loading Zone" prior lodgement of the 'Roadworks – Step 2 Permit to Construct'. It is recommended that the submitted plan be supported in principle subject to Transport for NSW's (TfNSW) concurrence.

Officer's Recommendation

That:

1. The detailed line marking and signage plan for the proposed 437-439 Illawarra Road development located on Illawarra Road at its corner with Warren Road, Marrickville showing new 'No Stopping' restrictions and amended loading zone restrictions (as per

the attached Plan B) be approved, subject to TfNSW's concurrence; and

2. The costs of the supply and installation of the associated signage are to be borne by the applicant in accordance with Council's Fees and Charges.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That:

1. **The detailed line marking and signage plan for the proposed 437-439 Illawarra Road development located on Illawarra Road at its corner with Warren Road, Marrickville showing new 'No Stopping' restrictions and amended loading zone restrictions (as per the attached Plan B) be approved, subject to TfNSW's concurrence; and**

2. **The costs of the supply and installation of the associated signage are to be borne by the applicant in accordance with Council's Fees and Charges.**

For motion: Unanimous

LTC0223(1) Item 9 Intersection of Edward Street and Mungo Scott Place/ Wellesley Street, Summer Hill - Proposed Kerb Blister Islands and New Pram Ramps (Djarrawunang-Ashfield Ward/Summer Hill Electrorate/Ashfield PAC)

SUMMARY

Council has finalised design plans to construct new landscaped kerb blister islands and kerb ramps in Edward Street, Summer Hill (at its intersection with Mungo Scott Place & Wellesley Street). The proposal aims to further improve pedestrian and motorist safety by better defining the existing traffic and parking lanes through the provision of constructed landscaped islands which also provides safer refuge/shorter distance width for pedestrians wishing to cross Edward Street.

Officer's Recommendation

That the detailed (amended) design plan for new kerb blisters and pram ramps with associated signs and line marking, with the provision to accommodate any future proposed pedestrian crossing at the intersection of Edward Street and Wellesley Street/Mungo Scott Place, Summer Hill be approved as per the amended plan 10228 in Attachment 2.

DISCUSSION

Council Officers tabled a late submission from a resident requesting the existing 'No Parking' on Flour Mill Way be changed to a loading or pick-up/drop-off zone. It was noted that the existing 'No Parking' zone is located on a private road.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the detailed (amended) design plan for new kerb blisters and pram ramps with associated signs and line marking, with the provision to accommodate any future proposed pedestrian crossing at the intersection of Edward Street and Wellesley Street/Mungo Scott Place, Summer Hill be approved as per the amended plan 10228 in Attachment 2.

For motion: Unanimous

LTC0223(1) Item 10 Traffic Management Investigation Policy

SUMMARY

This is a report recommending endorsement of the Traffic Management Investigation Policy.

Council has prepared a Traffic Management Investigation Policy to be used when assessing the suitability of locations on local and regional roads for traffic management devices. This policy as detailed in **Attachment 1** provides guidance regarding when to initiate investigation and assistance in assessing the need for traffic calming measures to control speeding.

Council has recently undertaken public exhibition of the draft Traffic Management Investigation Policy. The response results indicate that the community generally support the policy. After considering the comments, a review of the draft policy was undertaken with some adjustments to finalise the Traffic Management Investigation Policy.

The Policy aligns with the Strategic Plan Objective 2: Unique, liveable, networked neighbourhoods.

Officer's Recommendation

That the Traffic Management Investigation Policy be supported and adopted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the Traffic Management Investigation Policy be supported and adopted.

For motion: Unanimous

LTC0223(1) Item 11 Harriet Street, Marrickville - Resident Parking Scheme Proposal (Midjuburi - Marrickville Ward/ Summer Hill Electorate/ Inner West PAC)

SUMMARY

In response to a community petition received by Council from several residents of Harriet Street, Marrickville, Council has investigated the proposal for a Residential Parking Scheme. This report provides the result of the residential parking scheme investigation in Harriet Street, Marrickville.

Officer's Recommendation

That a proposed '2P 8am -4pm Mon -Fri Permit Holders Excepted Area M2' Residential

Parking Scheme in Harriet Street, Marrickville, be approved for the north side of Harriet Street between Charlotte Ave and no's 22-26 Harriet Street to provide increased opportunities for residents to park within Harriet Street.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That a proposed '2P 8am -4pm Mon -Fri Permit Holders Excepted Area M2' Residential Parking Scheme in Harriet Street, Marrickville, be approved for the north side of Harriet Street between Charlotte Ave and no's 22-26 Harriet Street to provide increased opportunities for residents to park within Harriet Street.

For motion: Unanimous

LTC0223(1) Item 12 Nelson Street, Rozelle - Proposed 'Motor Bike Only' Parking Restrictions (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has received concerns regarding obstructed resident access in George Street for No.58 and No.60 Nelson Street, Rozelle. In order to prevent vehicles impeding resident access whilst making use of this redundant space it is proposed to install 3.7m of 'Motor Bike Only' parking.

Officer's Recommendation

That a 3.7m length of 'Motor Bike Only' parking be installed on the southern side of Nelson Street between the driveways of No.58 and No.60 Nelson Street, Rozelle.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That a 3.7m length of 'Motor Bike Only' parking be installed on the southern side of Nelson Street between the driveways of No.58 and No.60 Nelson Street, Rozelle.

For motion: Unanimous

LTC0223(1) Item 13 Kingston Road, Camperdown – proposal to formalize 'Mail Zone' outside 21-25 Kingston Road (Damum - Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Australia Post have requested that Council formalise an existing Mail Zone adjacent to their Street Post Box (SPB) on Kingston Road, Camperdown outside property No. 21-25 Kingston Road to allow Australia Post staff to safely park to clear mail from their SPB. They have specified operational hours for clearing the SPB as 12pm to 3pm Monday to Friday. The

proposal to formalise the 'Mail Zone 12pm - 3pm Mon – Fri' restrictions and 'P30 8.30am-12pm 3pm-6pm Mon – Fri 8.30am-12.30pm Sat' restrictions will provide a space for Australia Post vehicles to safely continue to service their post box and also open the space for additional short term parking for the public.

Officer's Recommendation

That a 6.0 metre length 'Mail Zone 12pm - 3pm Mon – Fri' restrictions and 'P30 8.30am-12pm 3pm-6pm Mon-Fri 8.30am-12.30pm Sat' restrictions be installed outside No.21-25 Kingston Road, Camperdown.

DISCUSSION

The TfNSW representative commented that the existing 'No Stopping' distance on the departure side of the adjacent pedestrian crossing is not compliant, noting that it is not part of the proposal.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That a 6.0 metre length 'Mail Zone 12pm - 3pm Mon – Fri' restrictions and 'P30 8.30am-12pm 3pm-6pm Mon-Fri 8.30am-12.30pm Sat' restrictions be installed outside No.21-25 Kingston Road, Camperdown.

For motion: Unanimous

LTC0223(1) Item 14 Pedestrian Crossings Review - All Wards

SUMMARY

This report summarises the audit undertaken on existing pedestrian crossings on public roads examining signage and gutter guards that can provide a level access for all pedestrians from the footpath to the platform of the raised pedestrian crossing.

Officer's Recommendation

That the report be received and noted.

DISCUSSION

The representative for the Member for Summer Hill requested that the sign on the corner of Bland Street and Denman Avenue indicating there is a pedestrian crossing 25m down Bland Street be made larger. Council Officers will investigate the matter.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the report be received and noted.

For motion: Unanimous

General Business

LTC0223(1) Item 15 Update on improvements to the Frederick Street, Ashfield crossing

The TfNSW representative advised that they are working through the early design for the Frederick Street and John Street signalised intersection. The speed zone change on Frederick Street is tentatively set for mid-March. Formal notifications will go out when the date is confirmed.

LTC0223(1) Item 16 Pedestrian safety at the intersection of Edgeware Road, Alice Street and Llewellyn Street, Newtown

The representative for the Member for Newtown asked for an update on pedestrian safety improvements at the Edgeware Road/Alice Street/Llewellyn Street signalised intersection. The TfNSW representative advised that the traffic signal design for the red arrow pedestrian protection proposed for the intersection is in the design review process.

LTC0223(1) Item 17 Request for 'No Stopping' zone in rear lane of Edgeware Road, Newtown

Residents of Edgeware Road, Newtown have raised concerns with vehicles parked in Edgeware Lane obstructing access to their properties, and the lack of enforcement from Council Rangers in the area. The representative for the Member for Newtown asked if there was any recourse for this issue. Council Officers advised that 'No Parking zones for the laneway can be investigated. It was noted that enforcement in laneways can be triggered on request; however, the comments about enforcement will be passed onto Council's Rangers.

LTC0223(1) Item 18 Impacts to residential permit parking around Enmore Road Special Entertainment Precinct

Residents around the Enmore Road Special Entertainment Precinct have raised concerns with the unintended impacts its extension has had on resident permit parking, particularly on Edgeware Road. The representative for the Member for Newtown stated that residents are concerned that when they leave between 6pm-10pm, they cannot find parking when they return and requested special parking provisions for residents in affected streets. Council Officers will investigate the matter.

LTC0223(1) Item 19 Pedestrian crossing button on Station Street at Enmore Road, Newtown

The representative for the Member for Newtown requested TfNSW review the location of the pedestrian crossing button for the southern side of Station Street (at Enmore Road) crossing in the direction of the Enmore Theatre. Residents have commented that the button is difficult to find as it shares the same pole as the button for the perpendicular crossing on Enmore Road. TfNSW will investigate this issue.

LTC0223(1) Item 20 Missing 'No Stopping' sign on Charles Lane, Lilyfield

The representative for the Member for Balmain stated that a statutory 'No Stopping' sign is missing from Lilyfield Road at the north-western side of Charles Lane and requested that the sign be replaced. Council Officers will investigate this matter.

LTC0223(1) Item 21 Request for more 'Kiss and Ride' spaces outside Balmain Public School

The representative for the Member for Balmain received a request from a resident asking for more 'Kiss and Ride' spaces outside Balmain Public School. The resident had suggested 'Kiss and Ride' spaces be on Darling Street and Curtis Road. It was noted that the suggested streets are in a residential area and further away from the school. Council Officers will review the existing 'Kiss and Ride' zone outside the school.

LTC0223(1) Item 22 Converting one-way streets to two-way for cyclists

The representative for the Member for Balmain commented that City of Sydney has proposed 158 one-way streets becoming two-way for cyclists only. The representative suggested that a lot of one-way streets in the Inner West LGA can also be made two-way for cyclists and he can provide a list of suggested streets in the former Leichhardt LGA that can be made two-way for cyclists using only signage. Council Officers advised that this can be reviewed on a street-by-street basis and that during LATM studies, one-way streets are made two-way for cyclists where appropriate.

LTC0223(1) Item 23 Parking on Kensington Road at Liverpool Road, Summer Hill

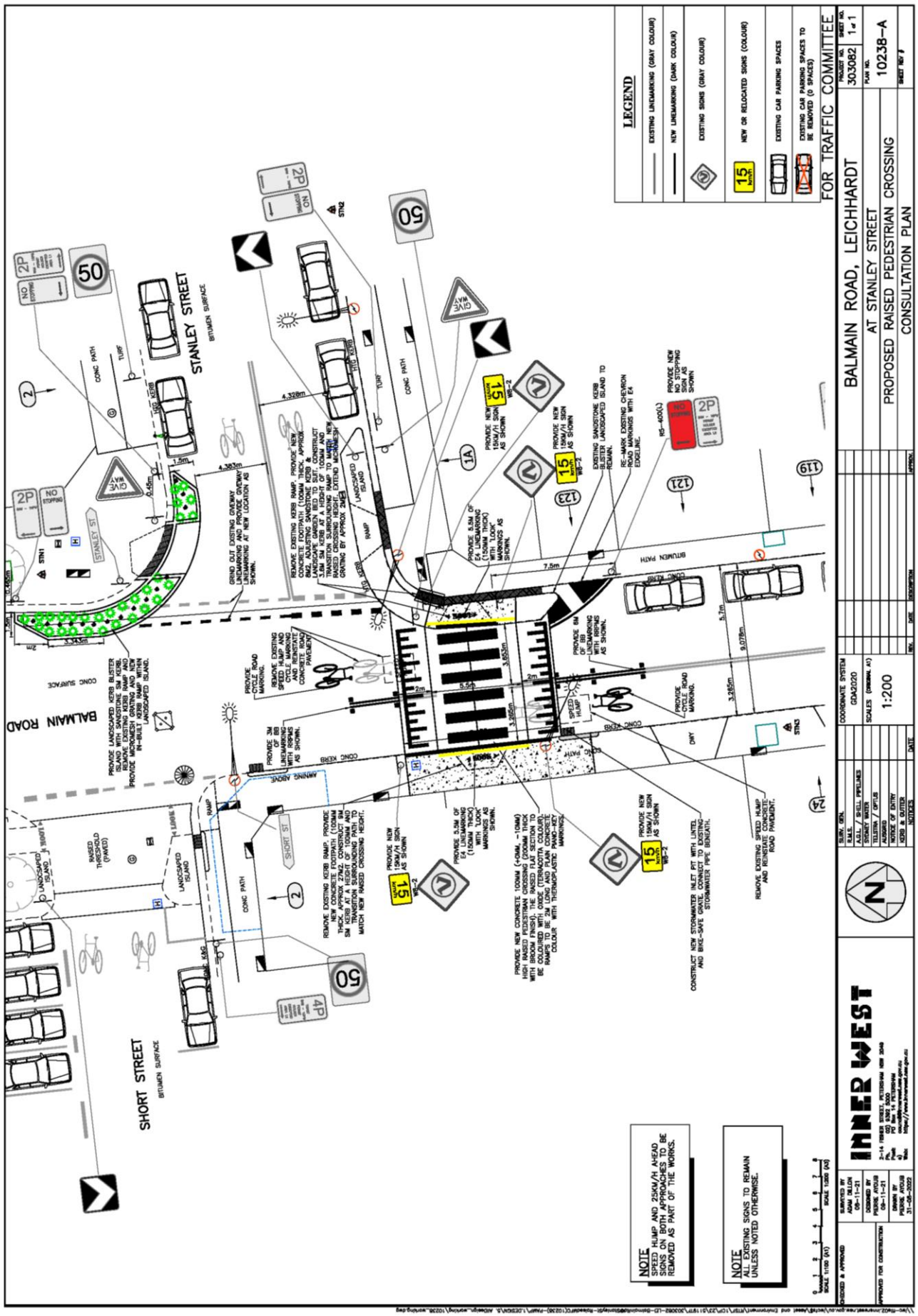
The IWBC representative requested that statutory 'No Stopping' be signposted on Kensington Road at Liverpool Road, Summer Hill to prevent vehicles parking too close to the corner. Council Officers are currently investigating a part-time ban on right turns from Kensington Road into Liverpool Road during peak hours. The IWBC representative suggested also removing the 'No Right Turn' from Liverpool Road into Kensington Road.

LTC0223(1) Item 24 Change of TfNSW representative on Traffic Committee

The Committee thanked Solon Ghosh for his advice to Council and the Committee during his time as TfNSW representative and wished him well in his new role. The Committee welcomed the new TfNSW representative, John Begley.

Meeting closed at 12.11pm.

Attachment 1



Minutes of Extraordinary Local Traffic Committee Meeting held electronically on 28 February 2023

COMMITTEE REPRESENTATIVES PRESENT

Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager (Chair)
PC Ben Walters	NSW Police – Inner West Police Area Command
John Begley	Transport for NSW (TfNSW)
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill

NON VOTING MEMBERS IN ATTENDANCE

George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)

VISITORS

Nil.

APOLOGIES:

Nil.

DISCLOSURES OF INTERESTS:

Nil.

LTC0223 Item 1 Wardell Road, Dulwich Hill - Proposed Temporary Pedestrian (Zebra) Crossing (Midjuburi-Marrickville Ward and Djarrawunang-Ashfield/Summer Hill Electorate/Inner West PAC)

SUMMARY

Council has received an application from its contractor CA&I Pty Ltd for the temporary full closure of Dudley Street at Wardell Road, Dulwich Hill for a 5 week period from 1 March 2023 to 7 April 2023 in order for them to undertake signalisation works to the intersection of Wardell Road and Dudley Street. The works will necessitate the relocation of a pedestrian crossing on Wardell Road, south side of the railway bridge (Dulwich Hill Railway Station) to the north side. It is recommended that Council endorse a proposal for a temporary pedestrian crossing with conditions.

Officer's Recommendation

That Council endorse the installation of a temporary pedestrian (zebra) crossing on Wardell Road, immediately south of Bedford Crescent (north side of railway bridge) with the following conditions;

1. The new temporary pedestrian crossing to be signposted and delineated as per Australian Standards;

2. Statutory No Stopping restrictions to be provided;

3. Street lighting at the temporary crossing be reviewed and upgraded to if required to provided satisfactory lighting for the use of the crossing in the evenings and night by pedestrians;

4. Access to the temporary crossing to be provided for all class of users through the provision of pram ramps;

5. Changed Traffic Conditions Ahead signage to be provided on both approaches;

6. Pedestrians exiting from Dulwich Hill Station to be directed to use the new temporary crossing;

7. Pedestrian crossing on the southern side of bridge to be removed entirely;

8. Kerb blister island on the east side of the road be cut back in line with the pedestrian crossing bar and dish grate on the western side of the road be covered adequately so that it does not create a trip hazard whilst allowing for water to drain;

9. At completion of intersection improvement works, the temporary pedestrian crossing and all accompanying signage and line marking be removed; and

10. All above conditions to be completed to the satisfaction of Council.

DISCUSSION

The TfNSW representative and NSW Police indicated support for the proposed temporary crossing.

The Officer's recommendation received majority support.

COMMITTEE RECOMMENDATION

That Council endorse the installation of a temporary pedestrian (zebra) crossing on Wardell Road, immediately south of Bedford Crescent (north side of railway bridge) with the following conditions;

1. **The new temporary pedestrian crossing to be signposted and delineated as per Australian Standards;**

2. **Statutory No Stopping restrictions to be provided;**

3. **Street lighting at the temporary crossing be reviewed and upgraded to if required to provided satisfactory lighting for the use of the crossing in the evenings and night by pedestrians;**

4. **Access to the temporary crossing to be provided for all class of users through the provision of pram ramps;**

5. **Changed Traffic Conditions Ahead signage to be provided on both approaches;**

6. **Pedestrians exiting from Dulwich Hill Station to be directed to use the new temporary crossing;**

7. **Pedestrian crossing on the southern side of bridge to be removed entirely;**

8. **Kerb blister island on the east side of the road be cut back in line with the pedestrian crossing bar and dish grate on the western side of the road be covered adequately so that it does not create a trip hazard whilst allowing**

for water to drain;

9. **At completion of intersection improvement works, the temporary pedestrian crossing and all accompanying signage and line marking be removed; and**

10. **All above conditions to be completed to the satisfaction of Council.**

For motion: TfNSW and NSW Police

Item 1

Item No: **LTC0323(1) Item 1**

Subject: **BALMAIN LATM STUDY (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**

Prepared By: Jason Scoufis - Traffic and Parking Planner

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has prepared a draft Local Area Traffic Management (LATM) study to address key community concerns about traffic, pedestrian and cycling facilities in the Balmain LATM precinct area.

The recommendations aim to align with Council policies and strategies, with an emphasis on improving pedestrian and cyclist movements, whilst retaining safe and acceptable traffic volume and speeds in local streets.

RECOMMENDATION

That:

1. **The final draft Balmain Local Area Traffic Management (LATM) Study be endorsed for community consultation; and**

2. **The report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Traffic Committee.**

BACKGROUND

As part of Council's Local Area Traffic Management (LATM) Strategy Review Program Council engaged TEF Consulting to prepare the Balmain LATM study.

The Balmain LATM (area L9) precinct is bounded by Darling Street, Mullens Street, Montague Street, Robert Street and Victoria Road. The final draft report is provided in **Attachment 1**.

The objective of the study is to reduce traffic volumes and speeds in local streets to increase liveability and improve safety and access for pedestrians and cyclists. It also includes a review of the original LATM Study which was completed in the year 2000.

In developing recommendations for the LATM Study, consideration was given to incorporate the following principals of Local Area Traffic Management:

- Reduction in vehicle speeds.
- Minimise traffic levels and intruding traffic in a local street.
- Minimise crash risk.
- Improve local amenity by:
    - Reducing car use
    - Increasing use of public transport
    - Increasing walking and cycling
    - Improving the streetscape

Traffic tube counts were collected, and crash history reviewed to assist the study. Further site observations and intersection counts were used to determine what type of facility was warranted in specific locations.

A summary of the recommendations is detailed below.

- Install kerb extensions at Evans Street/Roseberry Street intersection
- Install kerb extensions at Evans Street/Carrington Street intersection
- Install kerb extensions at Evans Street/Henry Street intersection
- Install kerb extensions at Evans Street/Goodsir Street intersection
- Install kerb extensions at Evans/Hanover Street, Hanover Stret/Collins Street and introduce one way northbound/westbound restriction.
- Install raised pedestrian (zebra) crossing in Evans Street between Napoleon Street and Mansfield Street
- Install kerb extensions at Evans Street/Brent Street intersection
- Install a 10 km/h Shared Zone in Clare Lane
- Install a 10 km/h Shared Zone in northern section of Prosper Lane
- Install a speed hump in Beattie Street between Elliott Street and Mullens Street
- Install raised pedestrian (zebra) crossing in Beattie Street west of Mullens Street
- Install a raised threshold in Mullens Street south of Roseberry Street
- Install two raised thresholds in Mullens Street between Goodsir Street and Reynolds Street
- Upgrade existing raised pedestrian (zebra) crossing in Mullens Street north of Mansfield Street
- Install a raised threshold in Mullens Street south of Parsons Street
- Install a speed hump in Evans Street between Brent Street and Victoria Road
- Install a mobility parking space in Llewellyn Street west of Montague Street
- Linemark parking bays in Darling Street between Wisbeach Street and Beattie Street
- Remark and install rumble strips at Mansfield Street/Crescent Street intersection
- Install a raised threshold on Darling Street between Norman Street and Thornton Street
- Install a raised threshold on Darling Street between Young Street and Hampton Street
- Upgrade existing raised pedestrian (zebra) crossing in Mullens Street north of Reynolds Street
- Install one lane slow point in Parsons Street east of Moore Lane
- Install a 10 km/h Shared Zone in Ellen Street
- Install raised pedestrian(zebra) crossing in Beattie Street east of Darling Street

- Install a speed hump in Beattie Street between Ewell Street and Wisbeach Lane
- Potential installation of traffic signals at Robert Street/Mullens Street intersection
- Install kerb extensions at Montague Street/Llewellyn Street intersection
- Modify on street parking along frontage of Hannaford Centre in Nelson Street to improve access for visitors
- Install 'Cyclists Excepted' signposting in the one-way streets of Prosper Lane, Ewell Street and Bruce Street

FINANCIAL IMPLICATIONS

The cost of proposed treatments as listed in the draft proposed treatments arising from the Balmain LATM Study is estimated to cost approximately $1,037,300 (including GST). This cost takes into consideration 10% contingency. Once the LATM Study is adopted, detailed design and construction will be scheduled.

PUBLIC CONSULTATION

Council undertook a survey through Council's Yoursay website with invitation letters mailed out to stakeholders and residents within the study area. A total of 245 responses were received. The results of the consultation are detailed in the attached report.

The final public exhibition will commence following adoption of draft Balmain Local Area Traffic Management (LATM) Study.

ATTACHMENTS

1.⇩ Balmain LATM Final Draft Report

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BALMAIN LATM

FINAL DRAFT REPORT

March 2023

Prepared for

Inner West Council

Report Document Control

Project	A Local Area Traffic Management Plan for Balmain
Date	6 March 2023
Author(s)	O Sannikov, V Pantiukhin, M Thompson
Client	Inner West Council
Job No.	20095
Keywords	Traffic Engineering/Local Transport Planning/Traffic Calming
Disclaimer	This report is believed to be true and correct at the time of writing. It is based on the information and data provided by the client and other relevant organisations during preparation. TEF Consulting does not accept any contractual, tortuous or other form of liability for any consequences arising from its use. People using the information in the report should apply and rely on their own skill and judgement to a particular issue they are considering.

Title	Date	Author/s	Reviewer
Final Draft Report	6 March 2023	VP / MT / OS	OS

LIST OF FIGURES

LIST OF APPENDICES

LIST OF MAPS

Item 1

Attachment 1

1 EXECUTIVE SUMMARY

1.1 LAND USE AND POPULATION GROWTH

1.1.1 Land Use and Population Growth

- The study area consists of about 56 hectares of the previous Leichhardt Council area. Within this area, the area is principally zoned General Residential R1.
- Retailing is located principally in the B2 (local centre) zoning on Darling Street (north east and south west corners).
- Food retailing is located along Darling Street, with Nature Spot gourmet grocery store lying within the area boundary and IGA X-press Rozelle, Woolworths Rozelle Metro and QE Food Stores just outside of it.
- The area comprises a very modest amount of open space. Ann Cashman Reserve, Stimson Reserve and Goodsir Street Reserve are small local parks situated directly within the boundaries.
- The area is serviced by buses which run along its borders on Darling Street, Mullens Street, Robert Street and Victoria Road.
- Two public schools service the area, these being Rozelle Public School and Sydney Secondary College Balmain Campus. Both are situated outside the study area boundaries.

1.1.2 Mode of Travel to Work

- Census 2011 and 2016 data was reviewed for the study area.
- Of the 4,122 residents in the employable age groups in the area in 2016, 2,436 persons (60%) were in the labour force compared to 62% in 2011.
- In the last 5 years from 2011-2016 the mode to work has changed in car use – down by 2% and public transport use – up by 3%, although travelling by car is still the leading mode to travel to work.
- Almost half of the study area is within walking distance of bus stops on Victoria Road. The improvements in public transport since 2011 as well as the growth in road congestion may account for this change in mode.

1.1.3 State and Council Strategies and Plans

- The Local Government Road Safety Management Guidance document by Austroads dated January 2020 provides extensive notes in relation to road safety and speed guidance.
- The Safe System approach that underpins the NSW Government's Road Safety Approach called "Towards Zero". This is a holistic approach to the safety of the

road system and the interactions among roads and roadsides, travel speeds, vehicle and road users.

- The Greater Sydney Commission identified Transit Oriented Development (TOD) sites in the southern part of the Inner West Council Area, surrounding the railway stations at Sydenham, Marrickville and Dulwich Hill.
- The Our Inner West 2036 acknowledges that, compared to many parts of Sydney, Inner West is well serviced by public transport to get in and out of the area but getting around within the area is still not easy.
- The Draft Inner West Integrated Transport Strategy 2019 states its aim as providing move towards a transport future focusing on active and sustainable modes of transport, and land-use planning approaches to support these modes of transport.
- Leichhardt LATM 2000 Vol.1 mentions Mullens Street and Montague Street to be reclassified as limited sub arterials for their functional classification.
- The 2016 Bike Plan prepared by GTA Consultants recommended the following one-way roads suitable for two-way bicycle flow: Ewell Street and Little Darling Street.
- Leichhardt Pedestrian Access Mobility Plan 2014 outlined a number of issues in the LGA and proposed a number of treatments, some in the study area. The majority of the treatments is related to bicycles interfering with pedestrians, especially along Victoria Road.
- WestConnex Stage 3 (M4-M5 Link) includes construction of a ventilation facility on Victoria Road, Iron Cove Link Surface works and a connection (tunnel end) to the future Western Harbour Tunnel and Beaches Link (WHTBL) near the study area. There are no significant permanent changes within the study area.
- Inner West Pedestrian Access and Mobility Plan 2021 intends to provide Council with a long-term strategy for the development and improvement of pedestrian routes and facilities with a focus on encouraging and increasing localised pedestrian activity.
- Draft Inner West Cycling Strategy 2021 specifies local streets designated for Prioritised cycling access and main streets, such as Darling Street, designated for Place-based cycling access.

1.1.4 Traffic and Transport

- In terms of daily traffic volumes, the peak hour bi-directional volumes can be interpreted in most cases as 10% of the daily volume on the road. Where the volume exceeds 500 vehicles per hour the Guide states that residential amenity begins to decline noticeably.
- A review of the traffic volumes and speeds in Balmain reveals that in the study area there were 2 streets (Darling Street and Mullens Street) where the 85th percentile speed was 10% over the posted speed limit. Speeds on Beattie Street exceed the posted speed limit at one location, with up to 7.5% exceedance level.

2

- The cycling facilities in the study area for cyclists are predominantly Mixed Traffic facilities. It is noted that a majority of these routes do not provide the requisite cycling facility design, as such warning signs, directional signs and pavement markings.

- The locations of bus stop and bus routes passing through the study are illustrated in **Map 6**. Bus routes and bus stops are of relevance to the LATM study which deals with pedestrian movements, as the crossing of pedestrians to/from stops must be managed for safety in some locations.

- Bus routes and stops are relevant to the LATM in relation to the road width required for buses and impact on traffic management and traffic calming devices which can be used.

1.1.5 **Road Crashes**

- There were 67 recorded incidents over the latest 5-year period (January 2015 to December 2019).

- Of the 67 crashes in the study area, most were at intersections with 47 incidents (70.2%), with the remaining 20 crashes occurring mid-block (29.8%).

- Beattie Street / Mullens Street / Montague Street intersection – 5 crashes. Crash type RUM Code 30 (rear end collision) occurred 3 times at this intersection, with all three incidents involving vehicles. Crash type RUM Code 21 (Right through) and crash type RUM Code 10 (Cross traffic) were also noted at this intersection. The existing traffic management at this intersection is a small mountable roundabout, with limited deflection and other limitations potentially due to the space available.

- Mullen Street / Roseberry Street intersection – 3 crashes. Crash type RUM Code 19 (other accident) occurred twice at this intersection. This intersection is located within the High Pedestrian Activity Area (HPAA) and does not have any traffic management in place (with the exception of a pedestrian crossing at the northern part of the intersection). Crash type RUM Code 10 (cross traffic collision) occurred once at this intersection.

- Mullens Street midblock crashes (between Roseberry Street and Reynolds Street) – 3 crashes. Crash type RUM Code 71 (left off carriageway into parked vehicle or object) occurred twice at this intersection. The reason for this pattern is due to cars constantly being parked on both sides of Mullens Street and limited road width to park on the street. Crash type RUM Code 20 (head on – not overtaking) occurred once at this intersection.

- Robert Street / Mullens Street intersection – 3 crashes. Crash type RUM Code 30 (rear end collision) occurred twice at this intersection. This pattern has occurred due to the existing traffic management. There are only Give Way controls at this intersection (with no roundabout or traffic signals). This might cause confusion for arriving vehicles and increases the probably of a read end collision. Crash type RUM Code 21 (right through collision) occurred once at this intersection.

- Robert Street midblock crashes (between Crescent Street and Mullens Street – 2 crashes. Crash type RUM Code 31 (left rear collision) and crash type RUM Code 74 (out of control on carriageway collision) occurred once at this intersection.
- Darling Street / Montague Street intersection – 2 crashes. Crash type RUM Code 30 (rear end collision) and crash type RUM Code 2 (far side collision) occurred once at this intersection.
- Darling Street / Elliott Street intersection – 2 crashes. Crash type RUM Code 21 (right through collision) and crash type RUM Code 63 (vehicle door) occurred once at this intersection.
- Beattie Street / Darling Street / Wise Street intersection – 2 crashes. Crash type RUM Code 2 (far side collision) and crash type RUM Code 10 (cross traffic collision) occurred once at this intersection.
- Reynolds Street / Evans Street intersection – 2 crashes. Crash type RUM Code 39 (other – same direction) and crash type RUM Code 71 (left-off carriageway into object or parked vehicle) occurred once at this intersection.

1.2 COMMUNITY INPUT

1.2.1 Community Survey

- In total 245 persons responded.
- It indicates that weekends are rated almost as highly as a problem time for traffic volume, indicating that this issue is not confined to the working week.
- Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstructions.
- Darling Street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit.
- Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

1.3 RECOMMENDATIONS

1.3.1 Evans Street / Roseberry Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, with the provision of statutory No Stopping zones.

1.3.2 Evans Street / Carrington Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

1.3.3 Evans Street / Henry Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed

that kerb extensions/garden beds be installed around the corners of the intersection with the provision of statutory No Stopping zones.

1.3.4 **Evans Street / Goodsir Street intersection**

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

1.3.5 **Evans Street / Hanover Street and Hanover Street / Collins Street intersections**

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/ garden beds are installed around the corners of the intersection of Evans Street and Hanover Street, within the existing No Stopping zones and one-way system (northbound and westbound) be introduced in Hanover Street north of Collins Street, including installation of a kerb extensions/garden bed within the existing No Stopping zone.

1.3.6 **Evans Street / Mansfield Street intersection**

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing be installed on the southern approach of the intersection, incorporating garden beds around the corners of the intersection, within the existing No Stopping zones.

1.3.7 **Evans Street / Brent Street intersection**

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

1.3.8 **Clare Lane**

Based on the safety assessment and community feedback, it is proposed that a Shared Zone be installed in Clare Lane.

1.3.9 **Prosper Lane**

Based on the intersection operation and safety assessment and community feedback, it is proposed that a Shared Zone be installed in Prosper Lane. Also, a “No Through Road” sign is to be installed at the northern end of the lane, facing north.

1.3.10 **Beattie Street between Elliot Street and Mullens Street**

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed in Beattie Street near No. 117.

1.3.11 **Mullens Street / Beattie Street intersection**

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing be installed on the western approach to the roundabout, with kerb extensions/garden beds on the western side. The existing speed cushion at this location is proposed to be removed.

1.3.12 **Mullens Street / Roseberry Street intersection**

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed in Mullens Street south of Roseberry Street.

1.3.13 **Mullens Street between Goodsir Street and Reynolds Street**

Based on the intersection operation and safety assessment and community feedback, it is proposed that raised thresholds be installed on both approaches to the street bend.

5

1.3.14 **Mullens Street / Mansfield Street intersection**

Based on the safety assessment and community feedback, it is proposed that the raised platform for the zebra crossing be widened to feature extended setbacks. It is also proposed to install larger R3-1 signs at the crossing and additional warning signs W6-2 on both approaches.

1.3.15 **Mullens Street between Robert Street and Parsons Street**

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised threshold be installed south of Parsons Street.

1.3.16 **Evans Street between Victoria Street and Brent Street**

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed near No. 132.

1.3.17 **Llewellyn Street**

Based on the safety assessment and community feedback, it is proposed that a mobility (accessible) space be installed in Llewelyn Street near “Doctors on Darling”.

1.3.18 **Darling Street between Wisbeach Street and Beattie Street**

Based on the safety assessment and community feedback, it is proposed that all kerbside parking spaces be marked at this location.

1.3.19 **Mansfield Street / Crescent Street intersection**

Based on the intersection operation observations, safety assessment and community feedback, it is proposed that the existing painted traffic islands be repainted and complemented by rumble bars.

1.3.20 **Darling Street between Norman Street and Thornton Street**

Based on the safety assessment and community feedback, it is proposed that a raised threshold be installed at this location.

1.3.21 **Darling Street between Young Street and Hampton Street**

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised threshold be installed between Young and Hampton Streets.

1.3.22 **Mullens Street at Reynolds Street**

Based on the safety assessment and community and Council feedback, it is proposed that the existing raised pedestrian crossing be upgraded (to be made in concrete and level with the footpath to eliminate changes of gradients between pram ramps and threshold ramps).

1.3.23 **Parsons Street east of Moore Lane**

Based on the intersection operation and safety assessment and community feedback, it is proposed that a one lane slow point with a raised threshold be installed in Parsons Street just east of Moore Lane.

1.3.24 **Ellen Street**

Based on the safety assessment and Council feedback, it is proposed that a Shared Zone be installed in Ellen Street.

1.3.25 **Darling Street / Wise Street / Beattie Street**

Based on the intersection operation and safety assessment and community/Council feedback, it is proposed that a raised pedestrian crossing be installed on the eastern side of the roundabout (Beattie Street approach).

1.3.26 **Beattie Street between Ewell Street and Wisbeach Lane**

Based on the safety assessment and community/Council feedback, it is proposed that a concrete speed hump be installed instead of the existing rubber speed cushions.

1.3.27 **Robert Street / Mullens Street intersection**

Council's request: the potential signalisation of the Robert Street / Mullens Street intersection to improve future year level of service is to be investigated in consultation with Inner West Council and NSW Department of Planning and Environment as part of the Bays Station works for the Sydney Metro West.

1.3.28 **Montague Street / Llewellyn Street intersection**

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

1.3.29 **Nelson Street east of Darling Street**

Council requested changes to signposting in order to assist patrons of the Hannaford Centre to access the Council facility.

1.3.30 **Prosper Lane, Ewell Street and Bruce Street**

In view of safe conditions for two-way bicycle travel (no angle car parking) and to optimise bicycle links it is proposed to install "Bicycles excepted" sign plates at the "One way" signs on these streets.

1.3.31 **Estimated Cost of all proposals**

It is estimated that the total cost of all proposals will be approximately $943,000 with a 10 percent contingency this amount would be approximately $1,037,500.

2 INTRODUCTION

The purpose of this project is to develop a Local Area Traffic Management (LATM) scheme for the Balmain area (Area L9). This area is bounded by Darling Street, Montague Street, Mullens Street, Robert Street and Victoria Road as shown in **Figure 2-1**.

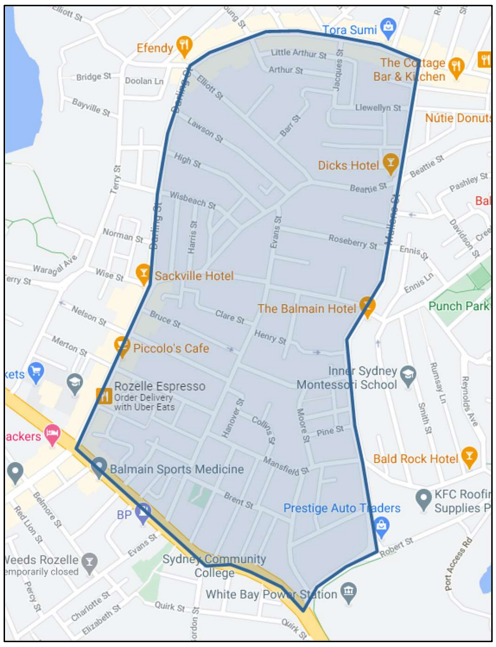

Figure 2-1: Balmain study area

The general objectives of this project as stated in the Brief are to:

- *Investigate and review the performance of the existing Local Area Traffic Management (LATM) schemes and recommend proposed LATM works.*
- *Integration of traffic planning based on Local Area Traffic Management and parking management integration.*
- *To access vehicles' speed across the study area and propose additional control measures where applicable.*
- *Integration of traffic planning based on Local Area Traffic Management and parking management integration.*
- *To investigate traffic intrusion into the predominantly residential study area and propose solutions as required.*
- *To improve pedestrian and cyclist accessibility through the study area (taking into account measures proposed in the Inner West Council Bicycle Plan) and strategies for LATM management including price control techniques, quality control techniques and countermeasure techniques.*

In developing recommendations for LATM Strategy, the Brief states that consideration must be given to incorporate the following principals of Local Area Traffic Management:

- *Reduction in vehicle speeds.*
- *Minimise traffic levels and intruding traffic in a local street.*
- *Minimise crash risk.*

- *Improve local amenity by:*
    - *Reducing car use.*
    - *Increasing use of public transport.*
    - *Increasing walking and cycling.*
    - *Improving the streetscape.*

3 CONTEXT

3.1 LAND USE AND POPULATION GROWTH

3.1.1 Leichhardt LEP 2013

The study area consists of about 56 hectares of the previous Leichhardt Council area. Within this area, the area is principally zoned General Residential R1, as in **Figure 3-2** below. Retailing is located principally in the B2 (local centre) zoning on Darling Street (north east and south west corners).

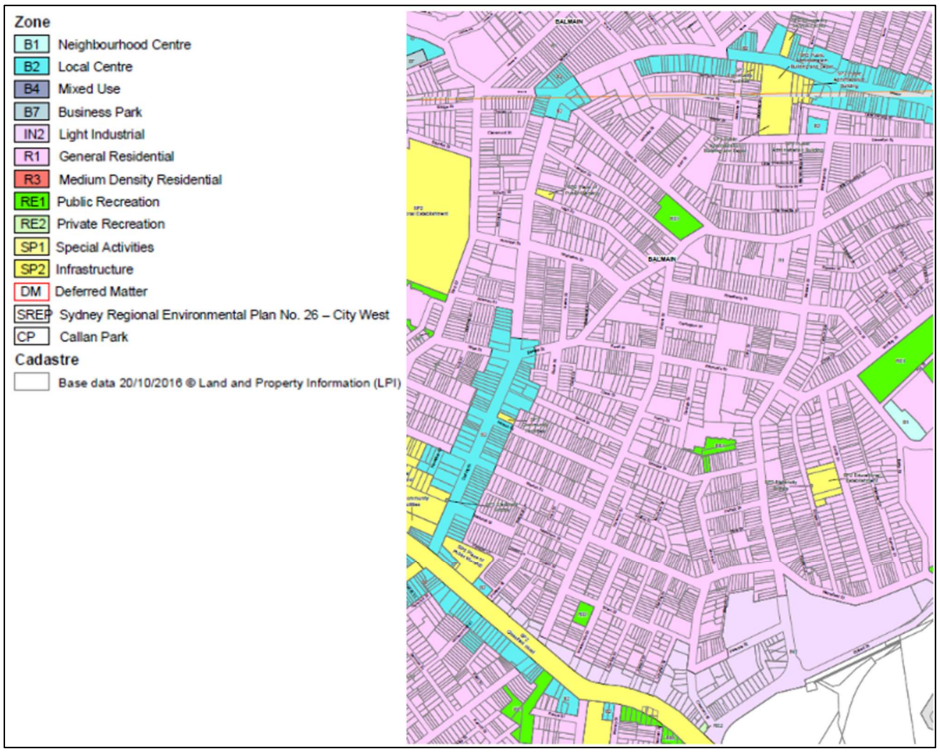

Figure 3-2: Leichhardt LEP 2013

Source: NSW Legislation

3.1.2 Surrounding land use attractors

The area comprises a very modest amount of open space. Ann Cashman Reserve, Stimson Reserve and Goodsir Street Reserve are small local parks situated directly within the boundaries.

Food retailing is located along Darling Street, with Nature Spot gourmet grocery store lying within the area boundary and IGA X-press Rozelle, Woolworths Rozelle Metro and QE Food Stores just outside of it.

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Balmain Wharf is about 800 metres to the east and Rozelle Bay Light Rail station is about 700 m to the south.

The area is serviced by buses which run along its borders on Darling Street, Mullens Street, Robert Street and Victoria Road.

Primary education is provided by Rozelle Public School (approximately 630 students), which is located to the south west of the study area. Sydney Secondary College Balmain Campus, located to the west of the study area, provides education to about 800 students of years 7 to 10.

Figure 3-3: Land use attractors outside the study area.

3.1.3 Public school catchments

Two public schools service the area, these being Rozelle Public School and Sydney Secondary College Balmain Campus. The catchments of each are illustrated below in **Figure 2.3.** To attend these schools, children from the study area would have to cross Darling Street if they live within walking distance. Other children use school buses or get delivered by car.

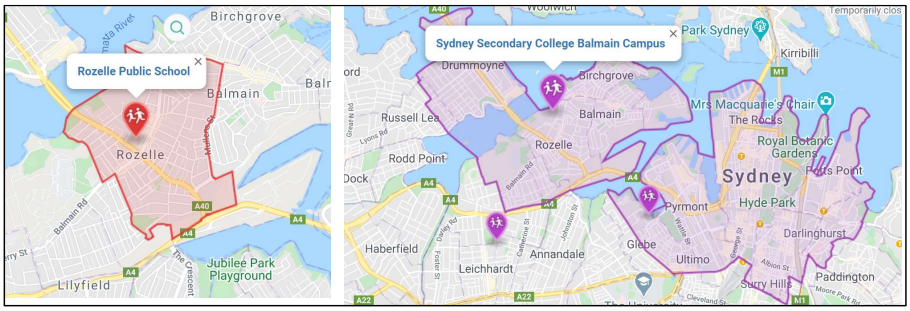

Figure 3-4: Local primary and secondary school catchments.

Source: Australian Public-School Website

3.2 LEICHHARDT DCP 2013

The **Leichhardt DCP 2013** states the Objectives within General Provisions are:

Council will, regardless of location, promote urban design that produces walkable, cycle-able neighbourhoods that will support a socially, environmentally and economically resilient community. Development is to make a positive contribution to implementing the following urban design objectives:

- O2 – Accessible: places and spaces can be accessed by the community via safe, convenient and efficient movement systems.
- O5 – Connected: places and spaces encourage people to interact with the physical environment and each other through a network of safe, convenient travel routes and alternatives which are accessible for all users. Places and spaces accommodate a variety of uses and activities which attract people and enhance social activity. (C1.0)

The **Leichhardt DCP 2013** Desired Future Character of the area includes:

- C1 –Preserve the established setback and street crossing patterns for each street. (C2.2.5.4 Iron Cove Distinctive Neighbourhood)
- C5 – Improve pedestrian and cycle accessibility, safety and facilities to take full advantage of low cost/public transport services in the area.
- C10 – Discourage additional vehicle access to sites from Darling Street and Victoria Road. (C2.2.5.5 Rozelle Commercial Distinctive Neighbourhood)
- C1 – Preserve and improve the pedestrian safety, amenity and focus of Darling Street and adjacent streets. (C2.2.5.5(a) Darling Street Sub Area)

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3.3 MODE OF TRAVEL TO WORK OF RESIDENTS

Census 2011 and 2016 data were reviewed for the study area. **Figure 3-5** below outlines in yellow ten SA1 areas which cover the study area outlined in a black broken line.

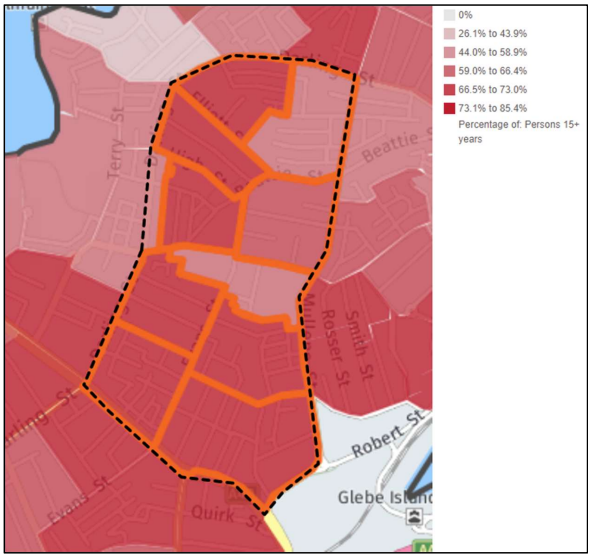

Figure 3-5: Statistical areas within Balmain.

Source: IWC Social Atlas

Of the 4,122 residents in the employable age groups in the area in 2016, 2,436 persons (60%) were in the labour force compared to 62% in 2011. In the last 5 years from 2011-2016 the mode to work has changed in car use – down by 2% and public transport use – up by 3%, although travelling by car is still the leading mode to travel to work.

Table 2. 1: Workforce method of travel to work.

	2016 Labour force participation			2011 Labour force participation			% change
Main method of travel	**Number**	**%**	**Total responses**	**Number**	**%**	**Total responses**	**2011 to 2016**
Public transport	752	33%	2287	718	30%	2388	+3%
Car	880	38%	2287	966	40%	2388	-2%
Walk	167	7%	2287	188	8%	2388	-1%
Cycle	35	2%	2287	63	3%	2388	-1%
Worked at home	110	5%	2291	108	5%	2306	0%
Households without car	212	12%	1732	225	13%	1704	-1%

Source: 2016 ABS Census

Almost half of the study area is within walking distance of bus stops on Victoria Road. The improvements in public transport since 2011 as well as the growth in road congestion may account for this change in mode. **Figure 2.5** illustrates the catchments for the bus stops (400m). The rest of the area is serviced by bus routes that stop on Darling Street, Montague Street, Mullens Street and Roberts Street – with connections to the City and to the Inner West areas.

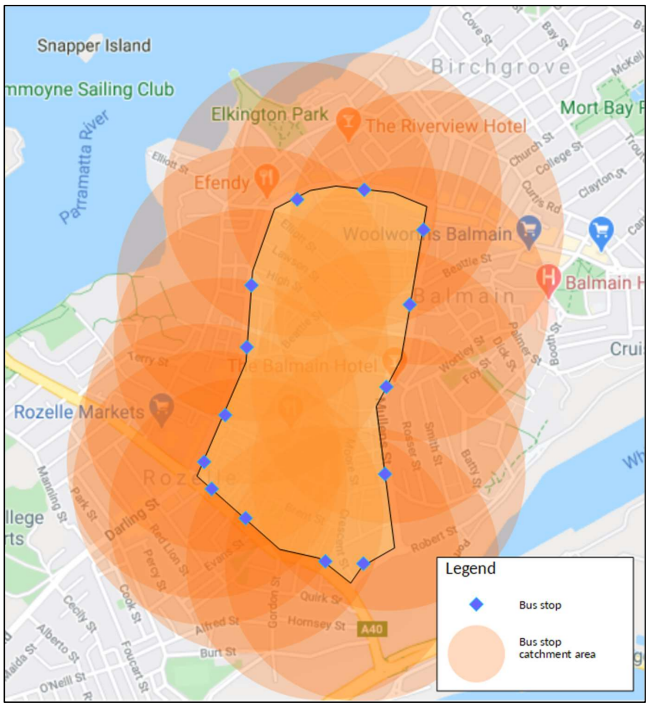

Figure 3-6: Walking catchments to bus stops.

4 STATE AND COUNCIL STRATEGIES AND PLANS

4.1 ROAD SAFETY SPEED RESEARCH

The *Local Government Road Safety Management Guidance* document by Austroads dated January 2020 notes the following in relation to road safety and speed guidance. Local Government roads tend to have vulnerable pedestrians and cyclists present, which may make these types of roads more difficult to manage because of the variability in road types and complex interactions between a wider range of users. This is the case in the study area, with three different local road types being present, these include local accessways and streets (such as Elliott Street and Nelson Street) and collector roads (such as parts of Evans Street and all of Robert Street, Montague Street, Mullens Street and Darling Street). As such this guide provides the relevant road safety approaches and practices that are most likely to be applicable in the local government context.

The Safe System approach that underpins the NSW Government's Road Safety Approach called "Towards Zero". This is a holistic approach to the safety of the road system and the interactions among roads and roadsides, travel speeds, vehicle and road users. The role of speed in this system based on the relationship between impact speed and the probability of a fatality for different scenarios demonstrates that at during a collision at 30 km/h involving a pedestrian or cyclist, there is a 10 per cent probability of a fatality (Wramborg curbs developed in 2005, refer to

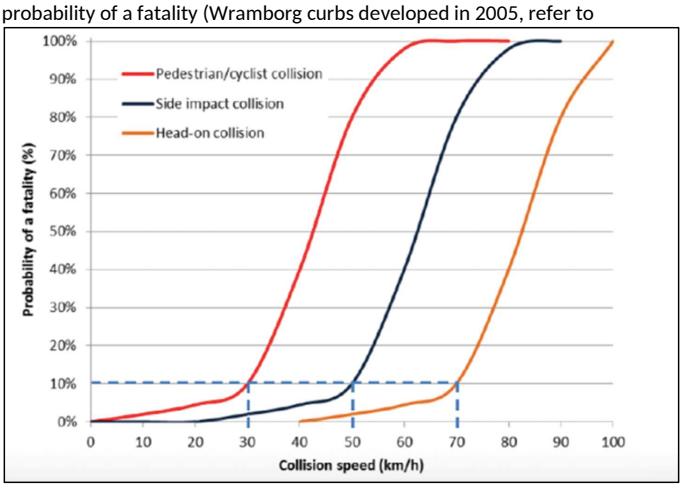

Figure 4-7 below. This leads to the safe impact speed for road sections used by cars and vulnerable road users, as would be the case for the local accessways and streets in the study area, would have a Target Safe System speed of 30km/h. This document also notes that there are the highest occurrences of under-reporting amongst the most vulnerable road users, including pedestrians and cyclists and therefore any crash data analysis may need to be supported by traffic engineering base principals when determining any implemented changes, not simply relying on crash data as a source alone.

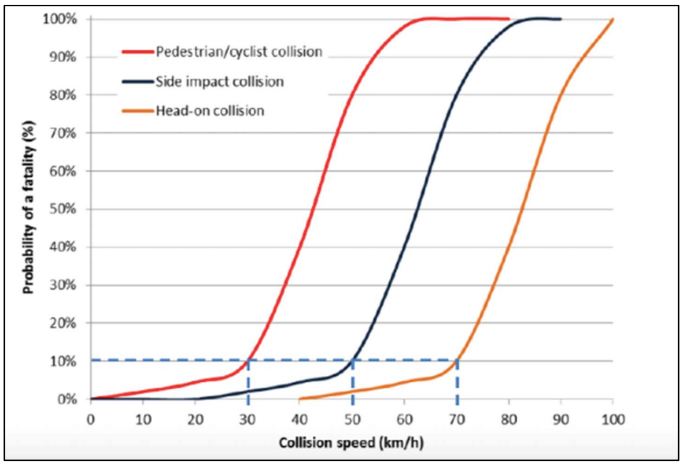

Figure 4-7: Relationship between impact speed and probability of a fatality for different scenarios.

Source: Austroads, January 2020

The Safe Systems approach as outlined in the above document is further considered in *Integrating Safe System with Movement and Place for Vulnerable Road Users*, Austroads, January 2020. Appendix B provides Safe System Aligned Measures for Pedestrians and Cyclists. Some of the key items that assist in implementing a 30km/h zone should include:

- Raised signalised intersections with 30km/h ramps (or lower) – which could be used for entry treatments to the study area
- Signalised intersections with 30km/h platforms (or lower) which could be used should any intersections be proposed to be signalised in the study area.
- 30km/h speed limits or lower, where in local streets, both speed and traffic volumes not only affect safety, but also the amenity of the street and surrounding areas, which would be effective based on feedback in the study area.
- Wombat crossings (30km/h or lower platforms) – which provides an example in Darling Street, Rozelle on the corner of Wisbeach Road, just outside the study area.
- Kerb blisters or road narrowing, where reducing the roadway width to be crossed by pedestrians reduces the time spent by the pedestrian exposed to crash risk, especially where traffic approaches in one direction only and the speed limit is 30km/h.

4.2 GREATER SYDNEY COMMISSION EASTERN DISTRICT PLAN 2018

The Greater Sydney Commission identified Transit Oriented Development (TOD) sites in the southern part of the Inner West Council Area, surrounding the railway stations at Sydenham, Marrickville and Dulwich Hill. In the study area, in line with the Leichhardt DCP, there is no proposed urban renewal or increased housing growth as illustrated in **Figure 4-8** overleaf.

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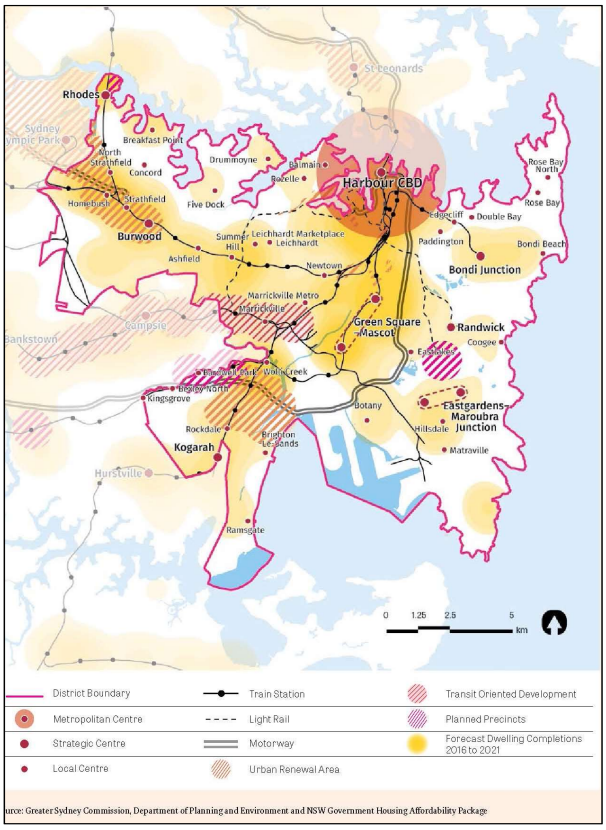

Figure 4-8: Eastern City District future housing supply.

Source: Greater Sydney Commission

4.3 COUNCIL STRATEGIES

4.3.1 Our Inner West 2036

This is a community strategic plan for the inner West community endorsed in June 2018. Among the list of its key community challenges it acknowledges that, compared to many parts of Sydney, Inner West is well serviced by public transport to get in and out of the area but getting around within the area is still not easy: the routes that link neighbourhoods and destinations throughout Inner West are limited.

even though fewer people drive to work (38%) compared to Greater Sydney (56.6%), traffic congestion is an issue for people living and working adjacent to main roads such as Victoria Road.

4.3.2 Draft Inner West Integrated Transport Strategy 2019 ('Going Places Integrated Transport Strategy' and Technical Report May 2019)

This strategy states its aim as providing:

> *...move towards a transport future focusing on active and sustainable modes of transport, and land-use planning approaches to support these modes of transport. It is integrated in that it considers land use and transport as an interconnected system that influences movement and behaviour.*

In order to achieve that aim, it is proposed to support a shift from single vehicle travel to public transport and active transport such as pedestrians and cyclists; improve safety for all users, including working towards 40 km/h vehicle speeds throughout Inner West.

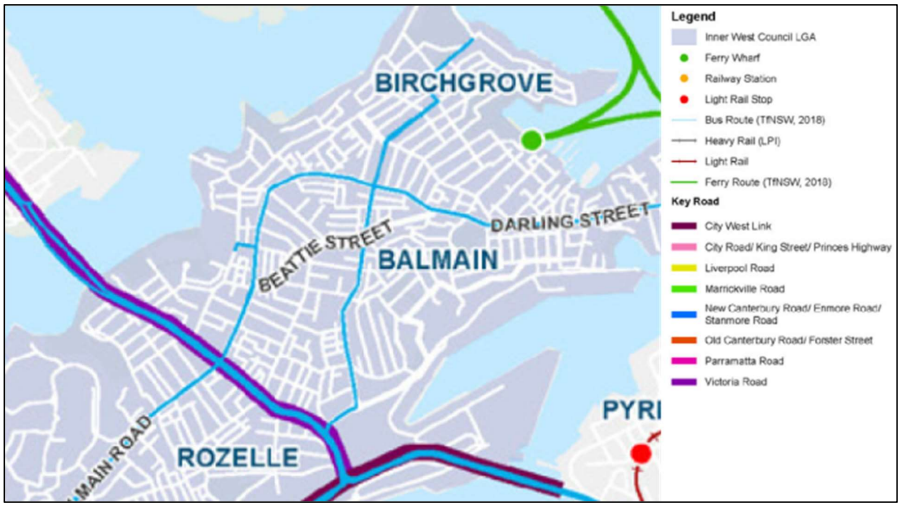

Figure 4-9: Current transport network.

Source: Going Places Integrated Transport Strategy

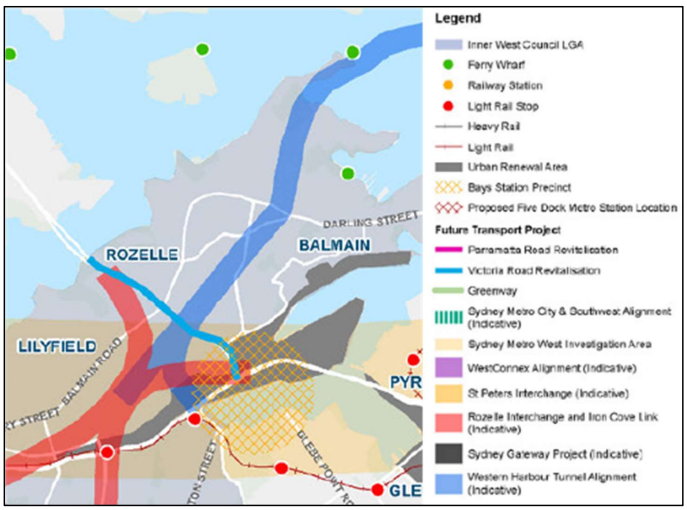

Figure 4-10: Key planning transport projects.

Source: Going Places Integrated Transport Strategy

4.3.3 Leichhardt Local Area Traffic Management Studies 2000

Leichhardt LATM 2000 Vol.1 mentions Mullens Street and Montague Street to be reclassified as limited sub arterials for their functional classification. This LATM Study, being 20 years old, has limited value in terms of analysis of traffic flows and safety issues. Many treatments, proposed by LATM 2000, have been implemented, notably kerb extensions at Darling Street/Elliott Street. A 40km/h speed limit is in place for the whole of the Balmain Peninsula where the study area is located. A midblock rubber speed hump between Evans Street and Mullens Street has been installed. A 3-tonne load limit has also been placed on Beattie Street for its whole length.

4.4 COUNCIL PLANS

4.4.1 Leichhardt Bike Plan 2016

The 2016 Bike Plan prepared by GTA Consultants recommended the following:

One-way roads suitable for two-way bicycle flow: Ewell Street and Little Darling Street.

Regional bike routes on:

- Iron Cove Bridge to Pyrmont via Victoria Road and Anzac Bridge (Section A: Victoria Road). Proposed improvement: Path condition on both sides need repair. All vehicle conflict points to have alternative pavement treatment/marking.

Local bike routes on:

- Glassop Street to Balmain East (Darling Street Wharf) via Elliott Street, Beattie Street and Darling Street.

Regional/local:

- Victoria Road alternative via Terry Street, Wellington Street, Nelson Street or Merton Street, Evans Street, Hanover Street, Mansfield Street, Crescent Street and Robert Street.

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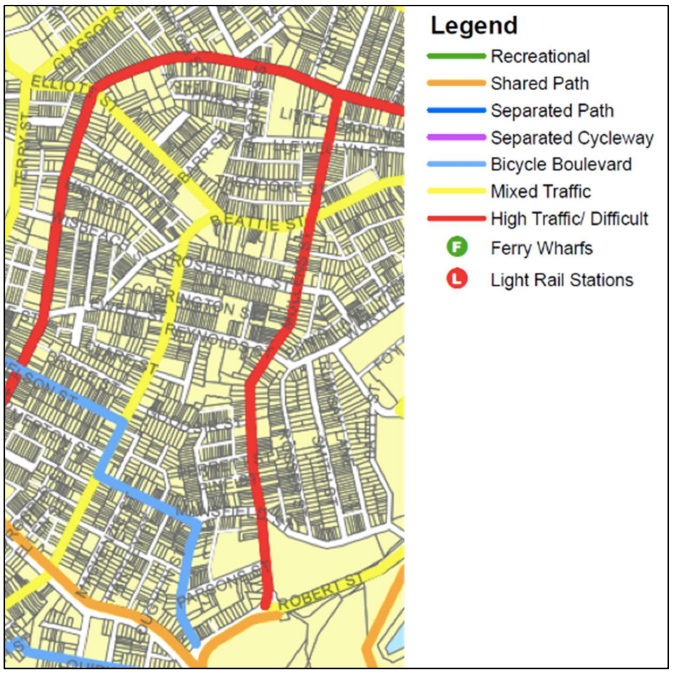

Figure 4-11: Proposed bicycle network.

Source: Leichhardt Bike Plan 2016 (GTA)

4.4.2 Leichhardt Pedestrian Access Mobility Plan 2014

The Pedestrian Access Mobility Plan (PAMP), adopted in 2004, was reviewed and updated in 2014 by Urban Arc *to*

"ensure that the planning, design and construction of all future pedestrian facilities link with existing facilities, are designed to incorporate planned future development sites and enhance the safety of existing pedestrian facilities."

The 2014 PAMP update outlined a number of issues in the LGA and proposed a number of treatments, some in the study area. The summary of treatments can be found in **Appendix A** along with their current implementation status, based on the site inspection conducted by TEF Consulting. The majority of the treatments is related to bicycles interfering with pedestrians, especially along Victoria Road.

4.4.3 WestConnex Stage 3 (M4-M5 Link)

Near the study area, the M4-M5 link project includes construction of a ventilation facility on Victoria Road, Iron Cove Link Surface works and a connection (tunnel end) to the future Western Harbour Tunnel and Beaches Link (WHTBL). There are no significant permanent changes within the study area.

Of primary Council's concern related to the M4-M5 link is the potential future increase of traffic flows within Inner West LGA (including Rozelle) and that it does not provide the transport solutions that will best serve the movement of vehicles and people in Sydney's Inner West. There are also concerns

about this project focusing on road transport and not paying sufficient attention to public transportation.

Council also has concerns about the full range of construction impacts – including, traffic, parking, noise and dust – around all Stage 3 construction sites. Construction works started in April 2020 and are planned to continue until 2024. The construction impacts may have an impact on the study area.

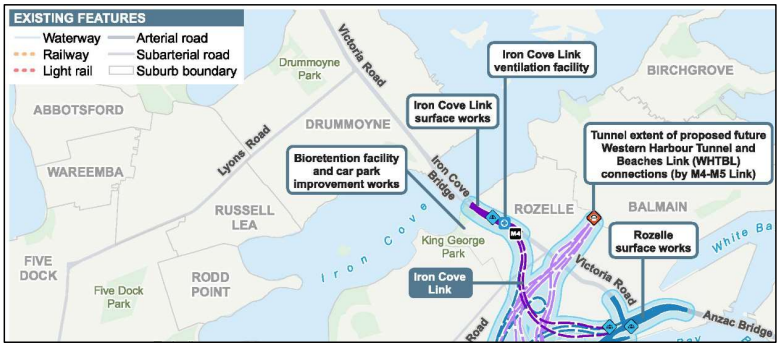

Figure 4-12: WestConnex Stage 3 (M4-M5 Link) works near the study area.

Source: https://www.westconnex.com.au

4.4.4 Inner West Pedestrian Access and Mobility Plan (PAMP) 2021

Bitzios Consulting was commissioned by Inner West Council to undertake and develop the Inner West PAMP to provide an updated and consolidated PAMP that covers the entire LGA. The PAMP intends to provide Council with a long-term strategy for the development and improvement of pedestrian routes and facilities with a focus on encouraging and increasing localised pedestrian activity. The PAMP includes a detailed works program that identified issues associated with access, connectivity, crossing deficiency, infrastructure condition, missing footpath, narrow footpath, obstruction and safety issues.

A number of projects identified in the PAMP of relevance to the LATM are detailed in Appendix A. These projects relate to the installation of continuous footpath treatments and will require further assessment to determine whether they meet TfNSW requirements for such facilities.

4.4.5 Draft Inner West Cycling Strategy 2021

The draft Inner West Cycling Strategy (IWCS) was publicly exhibited in November 2022 with finalisation and adoption by Council anticipated in 2023. The draft Cycling Strategy outlines 6 priorities with actions to provide a safer cycling network and support more people cycling.

The draft Cycling Strategy applies the NSW Government's Movement and Place framework. Movement and Place is a cross-government framework for planning, designing and managing the street network to maximise benefits for the people and places they serve. The draft bike network map specifies local streets designated for Prioritised cycling access and main streets, such as Darling Street, designated for Place-based cycling access. The NSW Design and Roads and Streets Guide (last updated: 13 Jan 2023) and the Network Planning in Precincts Guide (last updated: 14 Jul 2022) aim to shift the emphasis in network planning from a hierarchy of roads towards a network that is place-based and prioritises walking, cycling, public transport use. This approach will form the basis of planning the Inner West bike network.

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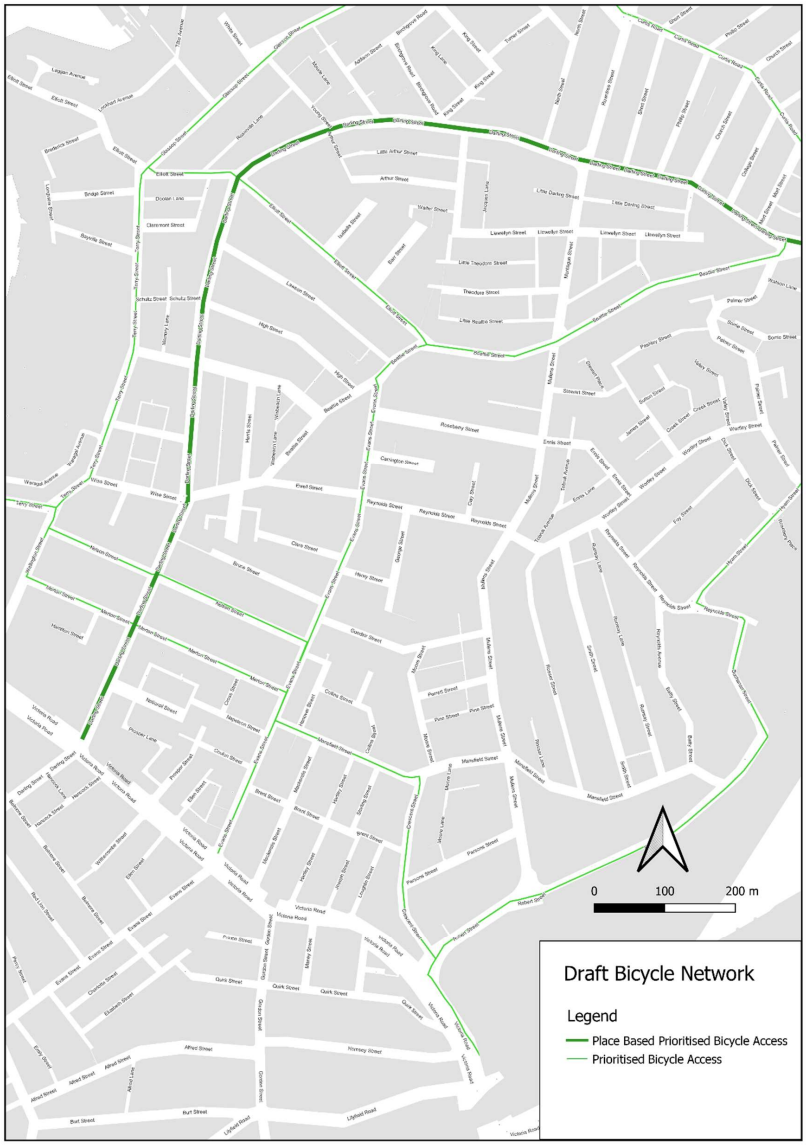

Figure 4-13: Draft Bicycle Network (draft IWCS 2021).

5 TRAFFIC AND TRANSPORT MOVEMENT AND CONTROL

5.1 ROAD HIERACHY, TRAFFIC VOLUMES AND SPEEDS

Two types of road classification are used in NSW. Each type of classification caters for a different purpose as discussed below.

5.1.1 **Funding classification**

This is an administrative classification based on funding where the State and Local Authority allocate responsibilities between them. Thus:

- State roads are fully funded by the NSW Government;
- Regional roads involve shared funding between the NSW Government and the Local Council; and
- Local roads are fully funded by Local Councils.

Around the study area, there is one State road which carries large volumes of traffic including heavy vehicles. The State road within the study area is:

- Victoria Road.

The Regional roads within the study area are:

- Darling Street, Robert Street, Mullens Street and Montague Street.

All other roads in the study area are local roads within the care and control of Inner West Council.

5.1.2 **Functional classification**

This classification includes Arterial, Sub-arterial, Collector and Local roads. Together the roads make up a road network. The functional road classification can be described as:

- Arterial : Predominantly carry through traffic from one region to another, forming principal avenues of communication for urban traffic movements.
- Sub-Arterial : Connect the Arterial roads to areas of development and carries traffic directly from one part of a region to another. They may also relieve traffic on Arterial roads in some circumstances.
- Major Collector (or Distributor) : Connect the Sub-Arterial roads to the Local Road system in developed areas. May also be commercial collectors which connect to a commercial centre such as East Gardens or Eastlakes
- Residential Collector : sub-divisional roads within a particular developed area. These are used solely as local access roads

Map 1 illustrates the functional road hierarchy in the study area based on RMS classification and traffic volumes as well as roads with 3 tonne load limits. The RMS (previously RTA) functional road classification parameters for the metropolitan area are in **Table 5-1**.

Table 5-1- Road classification parameters.

Factor	Measure of Effectiveness	Desirable Feature for Each Road Class			
		Arterial	Sub Arterial	Collector	Local
Vehicle speed	Operating speed	60-100 km/h	50-60 km/h	40-50 km/h	40 km/h or less
Traffic use	Daily volume (vehicles per day) Residential area	No limit	20,000 vehicles per day max	5,000 vehicles per day max	2,000 vehicles per day max
	Other area	No limit	20,000 vehicles per day max	10,000 vehi-cles per day max	4,000 vehicles per day max
Intersection spacing	Cross street interference	Approx 1 km	Approx 0.5 km		
Road geometry	Number of travel lanes Medians Min. carriageway width	4 or more Yes 13 m	2 or more As needed 7 m	2 or more No 7 m	1 or more No 4 m
Traffic management	Parking Lane and separation lines Property access Control of turning vehicles Right turn bays Road closures LATM devices SATM devices	None Yes Minimised Median control Yes None	Prefer none Yes Minimised Maybe control Preferred None Yes	Yes Maybe Yes No No Possible Yes	Yes No Yes No No Yes Yes
Pedestrian crossings	Type of crossing	Grade separat-ed or signals	Signals or refuge	Marked cross-ing, children's crossing or refuge	Marked cross-ing, children's crossing or ref-uge

Source: RMS

5.1.3 Environmental Capacity

The ***RMS' (2002) Guide to Traffic Generating Developments*** gives the guidance on the environmental capacity of residential streets (used for new residential subdivision design) as set out in **Table 4.2**. The Guide also states that speed is an important contributor to environmental capacity:

The Environmental Capacity of a street can be increased through a reduction in speed. For example, on an existing residential street where traffic volumes reach the Environmental Capacity maximum (and a proposed development could cope with the volume over the standard), traffic speed may be reduced by the introduction of traffic calming methods…….

In existing residential environments, 40km/h is an acceptable speed objective, usually achieved by LATM schemes e.g. adjusting existing roadways with retrofitted design items such as speed humps and slow points.

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Table 5-2: Environmental capacity performance standards on residential streets.

Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goals
			300 maximum
Collector	Street	50	300 environmental goals
			500 maximum

Note: Maximum speed relates to the appropriate design maximum speeds in new residential developments. In existing areas maximum speed relates to 85th percentile speed.

In terms of daily traffic volumes, the peak hour bi-directional volumes can be interpreted in most cases as 10% of the daily volume on the road. Where the volume exceeds 500 vehicles per hour the Guide states that residential amenity begins to decline noticeably. These volumes will be applied to the Inner West roads and conclusions on performance based thereon.

5.1.4 Implications For The LATM

The main implication of a road hierarchy is that some Council roads have a higher traffic function than others, usually by virtue of:

- connectivity, particularly to the State and Regional road system;
- the traffic attracting/generating land uses such as shops, schools, industry;
- road design such as road width, sight distance, design speed;
- access control to the main road system such as signals.

From an environmental point of view, it is desirable to have traffic volume of less than 2,000 vehicles per day on residential streets and 3,000 vehicles per day on residential collectors. However, in existing residential areas, residential collectors usually carry higher traffic volumes die to their geometry and connectivity, therefore using the maximum (5,000 vehicles per day would be more realistic).

The Guidelines state that in order to achieve a better amenity and safety in residential areas, lowering of the speed limit can address the negative impacts of higher vehicle volumes. A residential speed limit of 40 km/h has already been established for most of the study area, excluding Darling Street. Thus, the undesirable impacts of higher volume levels on residential streets can be tempered to some degree by the existing 40 km/h speed limit. Where 85th percentile speeds are presently over 45 km/h in current 40 km/h zones, speed reduction treatments may need to be implemented to lower the speed within acceptable limits.

Traffic volume and speed counts for a number of streets were made available for this study (refer to **Map 2** for locations). **Table 5-3** illustrates the vehicles per day and the 85th percentile speeds for those streets that are included in the LATM study area.

In the absence of a formal local road hierarchy, the following volumes are applied:

- Sub-Arterials / Regional - are roads with 10 -20,000 vehicles per day,
- Major Collectors - are roads with 5-10,000 vehicles per day,
- Collector - are residential roads with 3-5,000 vehicles per day,

- Local - are residential roads with less than 3,000 vehicles per day.

These are applied in **Table 5-3** overleaf. Locations where volume clearly exceeds the guidelines are highlighted in the table.

A review of the overleaf reveals that in the study area there were 2 streets (Darling Street and Mullens Street) where the 85th percentile speed was 10% over the posted speed limit. Speeds on Beattie Street exceed the posted speed limit at one location, with up to 7.5% exceedance level. Current speed limits are shown on **Map 3**.

It is noted that there were 2 roads with traffic volume non-compliance. These roads are Beattie Street and Evans Street.

5.2 EXISTING TRAFFIC MANAGEMENT

Map 4 summarizes the traffic and parking management in Balmain.

5.2.1 Traffic signals

The following intersections are signalised:

Victoria Road / Darling Street

Darling Street / National Street

Darling Street / Montague Street

Robert Street / Victoria Road

Victoria Road / Gordon Street (Gordon Street is outside the L9 zone, but as part of the T-junction there are traffic signals on Victoria Road between MacKenzie Street and Hartley Street)

Victoria Road / Evans Street

There are no midblock traffic signals.

5.2.2 Traffic calming and road closures treatments

The following treatments are installed to manage the speed of traffic in the study area:

Roundabouts are at the intersections of:

- Beattie Street / Montague Street / Mullens Street
- Darling Street /Beattie Street/Wise Street (with refuge islands)

Speed humps, cushions and thresholds (rubber speed humps are marked as per Council's request) are located:

- At midblock locations:
  - Darling Street (between High Street and Lawson Street)
  - Evans Street (between Coulon Street and Napoleon Street)
  - Evans Street (between Merton Street and Nelson Street)
  - Evans Street (between Bruce Street and Henry Street)
  - Evans Street (between Clare Street and Reynolds Street)
  - Evans Street (between Carrington Street and Roseberry Street)
  - Reynolds Street
  - Mansfield Street (between Evans Street and Hanover Street)
  - Hartley Street 3 rubber speed humps
  - Mullens Street (between Beattie Street and Steward Street)

- Mullen Street (between Goodsir Street and Perret Street)
- Mullen Street (between Pine Street and Mansfield Street)
- Ewell Street – 2 rubber speed humps
- Beattie Street (between Ewell Street and Wisbech Lane) – rubber speed cushions
- Beattie Street (between Wisbeach Lane and Wisbeach Street)
- Beattie Street (between Lawson Street and Elliott Street) – rubber speed hump
- Bruce Street (north of Darling Street)
- Nelson Street 2 speed humps
- Merton Street 2 speed humps
- National Street speed hump

- At intersections:
  - Merton Street / Darling Street
  - Darling Street / National Street
  - Darling Street / Nelson Street
  - Darling Street / Elliot Street
  - Darling Street / Wisbeach Street

Pedestrian refuge islands with kerb extensions are situated at the following locations:

- Elliott Street / Darling Street
- Evans Street/Beattie Street
- Montague Street north and south of Beattie Street
- At the roundabout Beattie Street/Montague Street/Mullens Street

Pedestrian refuge islands are situated at the following locations:

- Beattie Street / Elliott Street
- Beattie Street (between Ewell Street and Wisbeach Lane)
- Robert Street/Mullens Street
- Robert Street (on intersection with Victoria Road)
- Reynolds Street after intersection with Mullens Street

Raised zebra crossings are situated at the following locations:

- Darling Street (north of intersection with Nelson Street)
- Darling Street (south of roundabout with Wise Street / Beattie Street)
- Darling Street (north of intersection with Wisbeach Street)
- Darling Street (north of intersection with Elliot Street)
- Darling Street (east of intersection with Kings Street)
- Darling Street (south of T-section with Jacques Street)
- Mullens Street (between Roseberry Street and Reynolds Street)

Kerb extensions are situated at the following location:

- Darling street (south of intersection with Merton Street)
- Elliott Street / Darling Street

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5.2.3 Bicycle facilities

The bicycle routes are indicated in **Map 5** as per the Inner West Cycling Route Map on the Inner West Council website. The cycling facilities in the study area for cyclists are predominantly Mixed Traffic facilities. It is noted that a majority of these routes do not provide the requisite cycling facility design, as such warning signs, directional signs and pavement markings. The Mixed Traffic routes are located on the following streets:

- Beattie Street
- Crescent Street
- Darling Street
- Elliott Street
- Evans Street
- Mansfield Street
- Mullens Street
- Nelson Street

There is also a shared path along the northern side of Victoria Road near the study area.

5.2.4 Parking facilities

A site inspection was carried out by TEF Consulting to determine car parking facilities in the study area aside from standard kerbside parking. It was observed that there is:

- A Council carpark on the corner Victoria Road and Ellen Street, operating between 8.00 am and 8.00 pm, free and limited 2 hours per day. Parking capacity is 20 car spaces.
- 45^{o} parking opportunities on National Street which include 21 car parking spaces.
- 90^{o} parking opportunities in a parking on Merton Street which include 24 car parking spaces.
- 45^{o} parking opportunities are available on Merton Street and Nelson Street.

5.3 PUBLIC TRANSPORT

5.3.1 Buses

The locations of bus stops and bus routes passing through the study are illustrated in **Map 6**. Bus routes and bus stops are of relevance to the LATM study which deals with pedestrian movements, as the crossing of pedestrians to/from stops must be managed for safety in some locations.

Bus routes and stops are relevant to the LATM in relation to the road width required for buses and impact on traffic management and traffic calming devices which can be used.

Table 5-3: Traffic volumes and speeds in Balmain.

Road	Suburb	Location - between streets	Count date	Functional classification	Total AADT	Acceptable max total AADT	Posted speed limit in km/hr	85 %tile speed (NB/EB) in km/hr	85 %tile speed (SB/WB) in km/hr	Acceptable speed
Beattie Street	Balmain	Darling St & Wisbeach Ln	09/12/20 – 15/12/20	Collector	2,470 (EB) 1,636 (WB)	Y	40	39.7	40.0	Y
Beattie Street	Balmain	Elliot St & Montague St	09/12/20 – 15/12/20	Collector	3,200 (EB) 2,692 (WB)	N	40	43.3	43.4	Y
Brent Street	Balmain	MacKenzie St & Hartley St	09/12/20 – 15/12/20	Local	154 (EB) 356 (WB)	Y	40	35.4	35.6	Y
Darling Street	Balmain	Victoria Rd & Merton Street	09/12/20 – 15/12/20	Regional	6,744 (NB) 5,526 (SB)	Y	40	34.8	35.7	Y
Darling Street	Balmain	Beattie St & Wisbeach St	10/12/20 – 16/12/20	Regional	5,732 (NB) 5,272 (SB)	Y	40	46.0	44.8	N
Darling Street	Balmain	Young St & Hampton St	10/12/20 – 16/12/20	Regional	5,752 (EB) 5,515 (WB)	Y	40	45.4	45.1	N
Evans Street	Balmain	Victoria Rd & Brent St	10/12/20 – 16/12/20	Collector	2,163 (NB) 3,214 (SB)	N	40	36.1	35.4	Y
Evans Street	Balmain	Nelson St & Goodsir St	10/12/20 – 16/12/20	Collector	2,159 (NB) 2,386 (SB)	Y	40	38.1	39.6	Y
Evans Street	Balmain	Ewell St & Carrington St	10/12/20 – 16/12/20	Collector	1,434 (NB) 1,983 (SB)	Y	40	38.2	37.0	Y

Road	Suburb	Location - between streets	Count date	Functional classification	Total AADT	Acceptable max total AADT	Posted speed limit in km/hr	85 %tile speed (NB/EB) in km/hr	85 %tile speed (SB/WB) in km/hr	Acceptable speed
Mansfield Street	Balmain	Starling St & Crescent St	10/12/20 – 16/12/20	Local	651 (EB) 1,221 (WB)	Y	40	40.1	40.1	Y
Montague Street	Balmain	Theodore St & Llewellyn St	10/12/20 – 16/12/20	Regional	4,658 (NB) 4,634 (SB)	Y	40	41.3	41.1	Y
Mullens Street	Balmain	Parsons St & Mansfield St	10/12/20 – 16/12/20	Regional	7,408 (NB) 7,713 (SB)	Y	40	45.9	48.4	N
Mullens Street	Balmain	Goodsir St & Reynolds St	10/12/20 – 16/12/20	Regional	6,952 (NB) 7,433 (SB)	Y	40	37.8	41.3	Y

6 ROAD CRASHES

6.1 VEHICULAR, CYCLIST AND PEDESTRIAN CRASH PROFILE

Crashes for the latest 5-year period (January 2015 to December 2019) from the Transport for NSW crash data base have been examined. There were 67 recorded incidents over this period, the findings from this examination are:

- **Age and sex**
  - Age of people involved was not identified for a small proportion of crashes (7.5%). Where the ages of the people involved was known, the largest group was the 35-49 age group (29.3%) and the 20-34 age group (25.6%).
  - 62% of the total number of people involved in the accidents were males, 26% were females and 13% were unknown.
- **Breakdown by type and severity**
  - In total there were 108 vehicles (81.2%), 9 pedestrians (6.8%), 4 bicycles (3.0%) and 12 motorcycles/scooters (9.0%) involved across all accidents.
  - No fatal incidents were recorded, with 64 injuries (48.1%) and 69 (51.2%) non-casualties.
- **Time of crashes**
  - High prevalence of crashes during the working week with 48 incidents (71.6%)
  - 13 crashes occurred during the morning commuter peak (19.4%), with the morning peak period occurring between 6:00 a.m. and 9:00 a.m.
  - 14 crashes occurred during the afternoon commuter peak (20.9%), with the afternoon peak period occurring between 3:00 p.m. and 6:00 p.m.

Table 6-4: Crash age groups.

Age Group	0-9	10-19	20-34	35-49	50-59	60+	Unknown	Total
No of persons involved	0	5	34	39	23	22	10	133
% of persons involved	0.0%	3.8%	25.6%	29.3%	17.3%	16.5%	7.5%	100.0%

Types of crashes	Vehicles	Pedestrians	Bicycles	Motorcycles/ Scooters	Total
No of TUs involved	108	9	4	12	**133**
% of TUs	81.2%	6.8%	3.0%	9.0%	**100.0%**

Note: TU - traffic unit

6.2 LOCATION OF CRASHES

The documented locations of crashes from the Transport for NSW database are depicted in **Map 7**. Most crashes were on Victoria Road, which is a major arterial road:

Suburb and road hierarchy	-	Most crashes occurred on the State road (Victoria Road) (38.8%). The rest were on the Regional roads (Darling Street, Robert Street, Mullens Street and Montague Street) (49.3%) and on Council roads (11.9%).

6.3 CRASH TYPES

Of the 67 crashes in the study area, most were at intersections with 47 incidents (70.2%), with the remaining 20 crashes occurring mid-block (29.8%).

Intersection crashes	-	The majority were RUM Code 21 (right through collisions) which had 7 incidents
	-	RUM Code 30 (rear end collision) had 6 incidents
	-	RUM Code 0 (near side), RUM Code 2 (far side) and RUM Code 10 (cross traffic collision) had 4 incidents each
Midblock crashes	-	RUM Code 71 (left off - carriageway into object or parked vehicle) had 3 incidents.

Crashes were prevalent at intersections, compared with mid-block locations. **Appendix B** can be used for reference of the definitions and notes on RUM codes.

6.4 CRASH ANALYSIS

The location and crash types were further analysed to determine if there were certain recurring patterns, and if so, what may be the cause of the particular issue.

While crash data is a good indicator of potential road safety incidents in particular areas, it is good to be aware from Definitions and notes to support road crash data, NSW Centre for Road Safety, September 2019 which states that under the Road Transport (General) Act 1999 and the Road Transport (Safety and Traffic Management) Act 1999 and the regulations made under those Acts, Rule 287 (3) of the Road Rules requires a crash to be reported to police when any person is killed or injured; when drivers involved in the crash do not exchange particulars; or when a vehicle involved in the crash is towed away. Therefore, all minor incidents that do not have an injury, where drivers exchange details, or a vehicle is not towed are not included in the statistics and therefore only a snapshot of the crashes in a particular area. Further to this, near misses are not included in the statistics and these can be considered as part of on-site observations and videos taken at each of the locations in this study.

There are three intersections with high crash occurrences and crash patterns that occurred on a State Road. The majority of the analysed crashes occurred at the intersection of Victoria Road and Darling Street. A smaller number of crashes also took place at the intersection of Victoria Road and Roberst Street and the intersection of Victoria Road and Mackenzie Street. These intersections are a TfNSW (RMS) responsibility and therefore treatment of safety problems at these intersections is beyond the scope of this study.

The following is a breakdown of all observations on Regional and Council roads:

Beattie Street / Mullens Street / Montague Street intersection – 5 crashes

Crash Crash type RUM Code 30 (rear end collision) occurred 3 times at this intersection, with all three incidents involving vehicles. Crash type RUM Code 21 (Right through) and crash type RUM Code 10 (Cross traffic) were also noted at this intersection. The existing traffic management at this intersection is a small mountable roundabout, with limited deflection and other limitations potentially due to the space available.

Mullen Street / Roseberry Street intersection – 3 crashes

Crash type RUM Code 19 (other accident) occurred twice at this intersection. This intersection is located within the High Pedestrian Activity Area (HPAA) and does not have any traffic management in place (with the exception of a pedestrian crossing at the northern part of the intersection). Crash type RUM Code 10 (cross traffic collision) occurred once at this intersection.

Mullens Street midblock crashes (between Roseberry Street and Reynolds Street) – 3 crashes

Crash type RUM Code 71 (left off carriageway into parked vehicle or object) occurred twice at this intersection. The reason for this pattern is due to cars constantly being parked on both sides of Mullens Street and limited road width to park on the street. Crash type RUM Code 20 (head on – not overtaking) occurred once at this intersection.

Robert Street / Mullens Street intersection – 3 crashes

Crash type RUM Code 30 (rear end collision) occurred twice at this intersection. This pattern has occurred due to the existing traffic management. There are only Give Way controls at this intersection (with no roundabout or traffic signals). This might cause confusion for arriving vehicles and increases the probably of a read end collision. Crash type RUM Code 21 (right through collision) occurred once at this intersection.

Robert Street midblock crashes (between Crescent Street and Mullens Street – 2 crashes

Crash type RUM Code 31 (left rear collision) and crash type RUM Code 74 (out of control on carriageway collision) occurred once at this intersection.

Darling Street / Montague Street intersection – 2 crashes

Crash type RUM Code 30 (rear end collision) and crash type RUM Code 2 (far side collision) occurred once at this intersection.

Darling Street / Elliott Street intersection – 2 crashes

Crash type RUM Code 21 (right through collision) and crash type RUM Code 63 (vehicle door) occurred once at this intersection.

Beattie Street / Darling Street / Wise Street intersection – 2 crashes

Crash type RUM Code 2 (far side collision) and crash type RUM Code 10 (cross traffic collision) occurred once at this intersection.

Reynolds Street / Evans Street intersection – 2 crashes

Crash type RUM Code 39 (other – same direction) and crash type RUM Code 71 (left-off carriageway into object or parked vehicle) occurred once at this intersection.

The remaining few crashes in the area are single occurrences without any specific patterns.

7 IDENTIFIED COMMUNITY ISSUES

7.1 COMMUNITY SURVEY

A short questionnaire was put on Council's web page at the commencement of the project. In total 245 persons responded. The table below indicates a spread of responses from the study area.

Summary of neighbourhood traffic problems:

The table below indicates that the highest-rated problem in the area is motorists exceeding the speed limit.

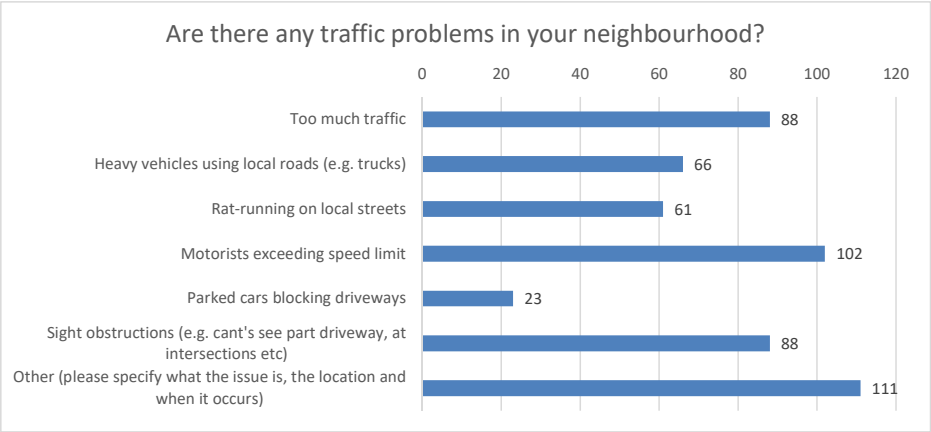

Figure 7-14: Overall rating of traffic problems.

The figures below indicate that weekends are rated almost as highly as a problem time for traffic volume, indicating that this issue is not confined to the working week. Heavy vehicles using local streets and rat running on local streets are rated more highly for the working week. Exceeding speed limits and parked cars blocking the driveways are rated higher on weekends than on weekdays.

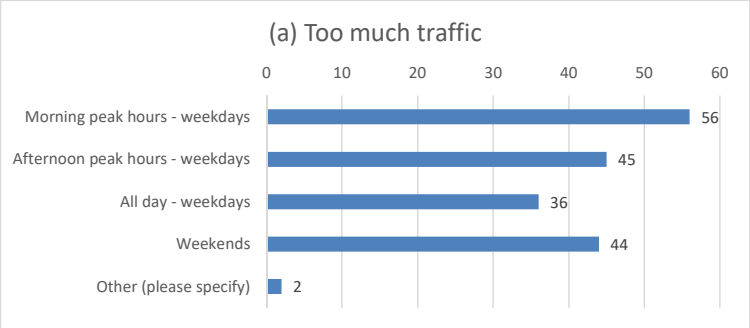

Figure 7-15: Detailed rating – Too much traffic.

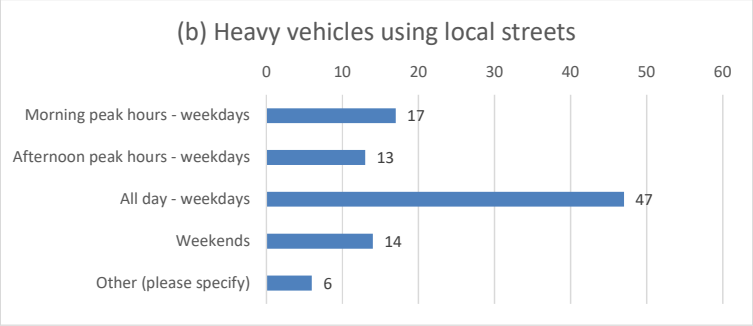

Figure 7-16: Detailed rating – Heavy vehicles using local streets.

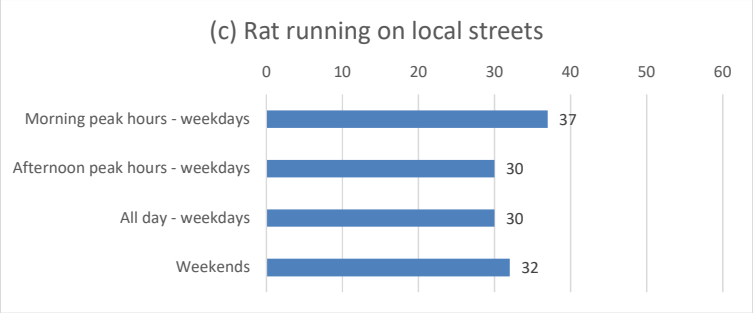

Figure 7-17: Detailed rating – Rat running on local streets.

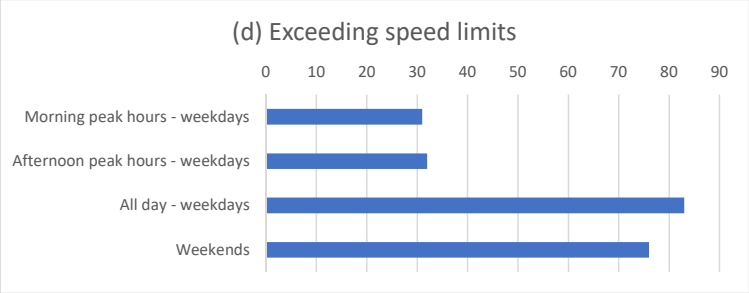

Figure 7-18: Detailed rating – Exceeding speed limits.

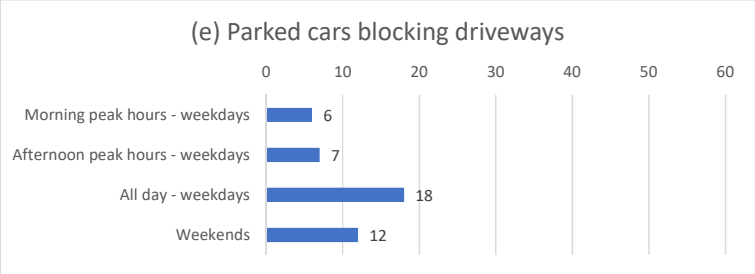

Figure 7-19: Detailed rating – Parked cars blocking driveways.

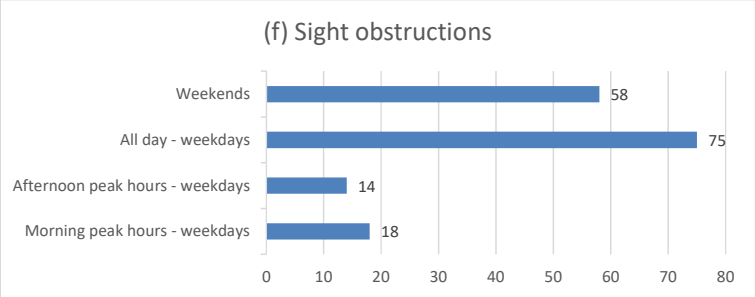

Figure 7-20: Detailed rating – Sight obstructions.

7.2 PROBLEMS IDENTIFIED IN SPECIFIC STREETS

An examination by problem by street is graphically illustrated in **Map 8**. The following table lists the issues and streets where these issues are most frequently mentioned. The highest level of concern is in:

Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstruction;

Darling street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit;

Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

Table 6. 1: Problems rated by street.

STREET NAME	TOO MUCH TRAFFIC	HEAVY VEHICLES	RAT RUNNING	EXCEEDING SPEED LIMITS	PARKED CARS BLOCKING DRIVEWAYS	SIGHT OBSTRUCTIONS
Beattie Street	13	9	12	15	0	6
Brent Street	7	5	8	6	2	8
Crescent Street	2	2	8	3	3	0
Darling Street	21	8	15	24	0	10
Victoria Road	16	4	6	6	0	6
Elliott Street	0	2	0	3	1	3
Evans Street	26	13	19	16	3	26
Hartley Street	2	2	2	3	1	4
Llewellyn Street	1	0	1	1	1	1
Mackenzie Street	0	2	1	0	2	3
Mansfield Street	11	5	14	21	0	20
Merton Street	1	0	3	0	0	1
Montague Street	3	3	2	3	1	5
Mulllens Street	28	15	13	29	1	17
Parsons Street	2	5	0	4	0	2
Perrett Street	3	1	1	0	0	1
Reynolds Street	4	2	1	6	0	5
Roberts Street	6	2	1	4	0	0
Starling Street	3	0	1	1	0	3
Wisbeach Street	0	2	2	3	0	0

Council's report on community engagement outcomes can be found in **Appendix C**.

8 AUDITS OF EXISTING SITUATION

8.1 INTRODUCTION

There are 90 intersections in the study area. These are shown in **Table 8-5**. Each intersection has been prioritised based on information presented in **Section 6**. Each intersection in the study area was assessed at a high level based on the priority assessment, this is provided in **Table 8-5**.

The assessment criteria are broadly as follows:

- High – requires assessment based on issues raised by the community or identified in **Section 6**.
- Moderate – may require future assessment, however, not in the context of a Local Area Traffic Management Plan.
- Low – existing conditions at this intersection / location do not require any modifications as part of this LATM plan.
- Limited – intersection located on a State Road and therefore under control of Transport for NSW, therefore outside of the scope of this study, however, included in nearby intersections / locations for completeness.

Table 8-5: List of intersections in study area, existing treatment and priority for assessment.

Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
1	Victoria Road	Darling Street		Traffic Signals	Limited
2	Darling Street	National Street		Traffic Signals	Low
3	Darling Street	Merton Street		Priority	Low
4	Darling Street	Nelson Street		One way entry to Nelson Street	Low
5	Darling Street	Bruce Street		One way entry to Bruce Street	Low
6	Darling Street	Beattie Street	Wise Street	Roundabout	High
7	Darling Street	Norman Street		Priority	Low
8	Darling Street	Wisbeach Street	Thornton	Stop Signs	Low
9	Darling Street	High Street	Schultz Street	Priority	Low
10	Darling Street	Lawson Street		One way from Lawson street	Low

Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
11	Darling Street	Elliot Street		Give Way Sign east – Stop Sign west	Low
12	Darling Street	Arthur Street	Young Street	Priority	Low
13	Darling Street	Jacques Street		Priority	Low
14	Darling Street	Montague Street	Rowntree Street	Traffic Signals	Low
15	Montague Street	Little Darling Street		Priority	Low
16	Montague Street	Llewellyn Street		Priority	High
17	Montague Street	Theodore Street		Priority	Low
18	Montague Street	Little Beattie Street		Priority	Low
19	Montague Street	Beattie Street	Mullen Street	Roundabout	High
20	Mullens Street	Roseberry Street	Ennis Street	Priority	High
21	Mullens Street	Goodsir Street		Priority	High
22	Mullens Street	Reynolds Street		Priority	High
23	Mullens Street	Perrett Street		Priority	Low
24	Mullens Street	Pine Street		Priority	Low
25	Mullens Street	Mansfield Street		Stop Sign	High
26	Mullens Street	Parsons Street		Priority	High
27	Mullens Street	Robert Street		Priority	High
28	Robert Street	Crescent Street		Priority	Low
29	Robert Street	Victoria Road		Traffic Signals	Limited
30	Victoria Road	Loughlin Street		Priority	Limited

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Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
31	Victoria Road	Joseph Street		Priority	Limited
32	Victoria Road	Hartley Street		Priority	Limited
33	Victoria Road	MacKenzie Street		Priority	Limited
34	Victoria Road	Evans Street		Traffic Signals	Limited
35	Victoria Road	Ellen Street		Priority	Limited
36	Victoria Road	Prosper Street		Priority	Limited
37	Prosper Street	Prosper Lane		Priority	High
38	Evans Street	Brent Street		Priority	High
39	Evans Street	Coulon Street		Priority	Low
40	Evans Street	Napoleon Street		Priority	Low
41	Evans Street	Mansfield Street		Priority	High
42	Evans Street	Merton Street		Priority	Low
43	Evans Street	Hanover Street		Priority	High
44	Evans Street	Nelson Street		One way from Nelson Street	Low
45	Evans Street	Goodsir Street		Priority	High
46	Evans Street	Bruce Street		One way from Bruce Street	Low
47	Evans Street	Henry Street		Priority	High
48	Evans Street	Clare Street		Priority	Low
49	Evans Street	Reynolds Street		Priority	Low
50	Evans Street	Ewell Street		One way entry to Ewell Street	Low
51	Evans Street	Carrington Street		Priority	High

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Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
52	Evans Street	Roseberry Street		Priority	High
53	Evans Street	Beattie Street		Priority	Low
54	Merton Street	Cross Street		Priority	Low
55	National Street	Prosper Line		Priority	Low
56	Merton Srteet	Prosper Line		One way entry to Merton Street	Low
57	Clare Lane	Slade Street		Priority	High
58	Beattie Street	Harris Street		Priority	Low
59	Beattie Street	Wisbeach Street		Priority	Low
60	Beattie Street	High Street		Priority	Low
61	Beattie Street	Lawson Street		One way entry to Lawson Street	Low
62	Beattie Street	Elliot Street		Priority	High
63	Harris Street	Wisbeach Street		Priority	Low
64	Elliot Street	Barr Street		Priority	Low
65	Elliot Street	Isabella Street		Priority	Low
66	Artur Street	Little Artur Street		Priority	Low
67	Artur Street	Jacques Street		Priority	Low
68	Little Artur Street	Jacques Street		Priority	Low
69	Montague Street	Little Darling Street		Priority	Low
70	Theodore Street	Little Montague Street		Priority	Low
71	Reynolds Street	Clay Street		Priority	Low

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Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
72	Reynolds Street	George Street		Priority	Low
73	George Street	Henry Street		Priority	Low
74	Goodsir Street	Moore Street		Priority	Low
75	Evans Street	Hanover Street		Priority	Low
76	Mansfield Street	Hanover Street		Priority	Low
77	Moore Street	Perret Stret		Priority	Low
78	Moore Street	Pine Street		Priority	Low
79	Moore Street	Mansfield Street		Priority	Low
80	Mansfield Street	Collins Street		Priority	Low
81	Mansfield Street	MacKenzie Street		Priority	Low
82	Mansfield Street	Hartley Street		Priority	Low
83	Mansfield Street	Starling Street		Priority	Low
84	Mansfield Street	Crescent Street		Priority	High
85	Brent Street	MacKenzie Street		Stop Signs	Low
86	Brent Street	Hartley Street		Priority	Low
87	Brent Street	Starling Street		Priority	Low
88	Brent Street	Joseph Street		Priority	Low
89	Brent Street	Loughilin Street		Priority	Low
90	Parsons Street	Crescent Street		Priority	Low

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8.2 TRAFFIC MANAGEMENT DEVICES

The existing traffic management devices in the study area are generally of reasonable quality and condition. The location of these devices is provided in **Appendix A.**

It has been identified that there are currently 4 rubber speed cushions / humps located in the study area which may require replacement. These were identified in Working Paper 1 and are located at:

- Ewell Street – 2 rubber speed humps
- Beattie Street (between Ewell Street and Wisbech Lane) – rubber speed cushions
- Beattie Street (between Lawson Street and Elliott Street) – rubber speed hump.

9 ISSUES AND RECOMMENDED ACTIONS

9.1 INTRODUCTION

The Local Area Traffic Management should meet broadly with the management principles outlined in the Going Places: An Integrated Transport Strategy for Inner West (2019). The brief states that: "In developing recommendations for the LATM Strategy, consideration must be given to incorporate the following principals of Local Area Traffic Management:

- Reduction in vehicle speeds;
- Minimise traffic levels and intruding traffic in a local street;
- Minimise crash risk;
- Improve local amenity by:
    - Reducing car use
    - Increasing use of public transport
    - Increasing walking and cycling
    - Improving the streetscape"

9.2 LATM AND ACTIVE TRANSPORT UPGRADE ACTIONS

A number of actions are required as part of this LATM assessment. Due to the extensive nature of these works, these are provided in detail in **Appendix A**. A summary of the actions is provided below based on each type of improvement.

9.2.1 Pedestrian facilities

Improving the existing pedestrian environment can be implemented through improvements outlined in **Section 10.3** mainly at intersections and narrow streets within the study area.

9.2.2 Bicycle facilities

The bicycle network in the study area should be designed to the following Bicycle Planning Principles for mixed traffic cycling facilities:

- Signage
- W6-7 & W8-23 on side roads approaching an intersection
- G8-14 every 150 metres
- Lane lines
- Solid edge lines to delineate traffic lane where width 12m+
- No edge lines where width <12m
- Centre line
- Logos
- PS-2 in Shared Lane before and after every intersection

9.3 LATM IMPROVEMENT RECOMMENDATIONS

The proposed recommendations for each intersection, section of road and residential area are provided below:

9.3.1 Evans Street / Roseberry Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
    - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
    - No crashes were reported for this intersection.
- Council's request
    - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, with the provision of statutory No Stopping zones. This proposal is presented in **Figure 9-21**.

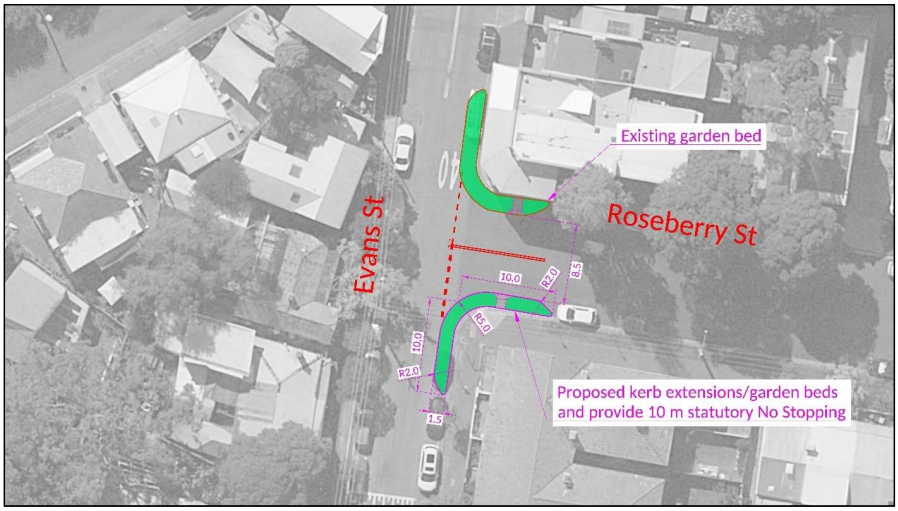

Figure 9-21: Evans Street / Roseberry Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through movements at the intersection.

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The key points that need further consideration for this proposed recommendation are:

- An adjustment of the location of the existing accessible parking space in Roseberry Street may be required.

The estimated cost of this proposal is $10,000.

9.3.2 Evans Street / Carrington Street Intersection

The issues identified for this location were based on the following:

- Community consultation responses
    - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
    - One crash was reported, RUM 39 “other same direction”
- Council’s request
    - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-22**.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through movements at the intersection.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $20,000.

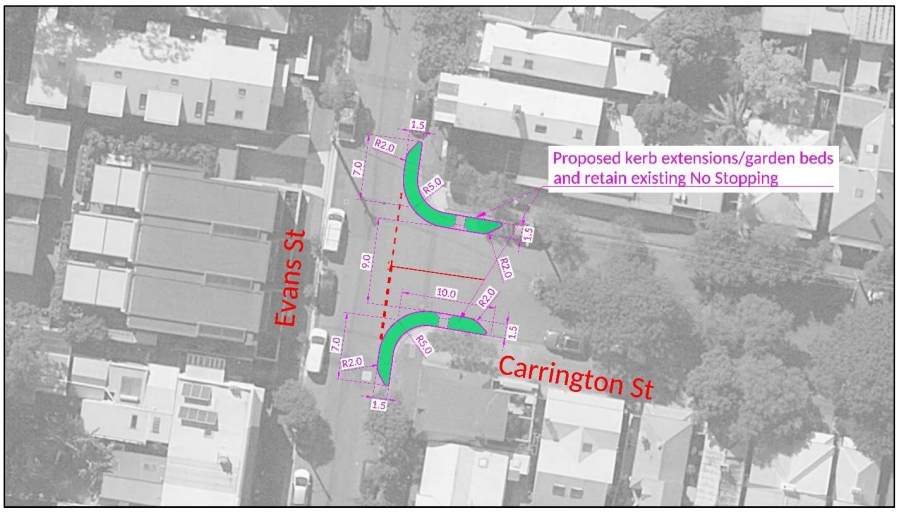

Figure 9-22: Evans Street / Carrington Street intersection proposal.

9.3.3 Evans Street / Henry Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
  - No crashes were reported for this intersection.
- Council's request
  - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection with the provision of statutory No Stopping zones. This proposal is presented in **Figure 9-23**.

Figure 9-23: Evans Street / Henry Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through vehicles at the intersection.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $10,000.

9.3.4 Evans Street / Goodsir Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
  - One crash was reported, RUM code 00 “pedestrian near side”
- Council’s request
  - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-24**.

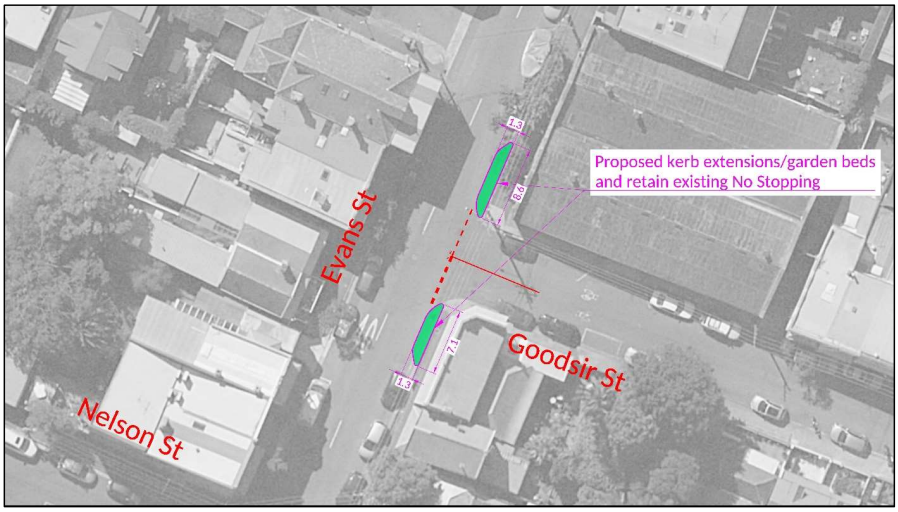

Figure 9-24: Evans Street / Goodsir Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through vehicles at the intersection

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $10,000.

9.3.5 Evans Street / Hanover Street and Hanover Street / Collins Street intersections

The issues identified for this location were based on the following:

- Community consultation responses
    - The community responses indicated high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
    - Concerns about Hanover Street used by rat-runners and the unsafe blind corner.
- Crash data
    - No crashes were reported for these intersections.

50

- Council's request
    - Council's Traffic Engineer recommended installing one-way operation in Hanover Street.

Based on the intersection operation and safety assessment and community feedback, it is proposed that

- Kerb extensions/ garden beds are installed around the corners of the intersection of Evans Street and Hanover Street, within the existing No Stopping zones.
- One-way system (northbound and westbound) be introduced in Hanover Street north of Collins Street, including installation of a kerb extensions/garden bed within the existing No Stopping zone.

This proposal is presented in **Figure 9-25**.

Figure 9-25: Evans Street / Hanover Street / Collins Street intersections proposal.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through vehicles at the Evans Street / Hanover Street intersection
- Improved safety in Hanover Street
- Reduced rat-running in Hanover Street

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $20,000.

51

9.3.6 **Evans Street / Mansfield Street intersection**

The issues identified for this location were based on the following:

- Community consultation responses
    - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
    - Also, the responses suggested a need for a pedestrian crossing facility due to a high level of pedestrian movement, including school children, across Evans Street.
- Crash data
    - No crashes were reported for this intersection.
- Council's request
    - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing be installed on the southern approach of the intersection, incorporating garden beds around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-26**.

- According to *AS1742.10-2009 Part 10 – Pedestrian Control and Protection* as quoted in the *RMS Supplement to Manual of Uniform Traffic Control Devices (AS 1742) Version 2.1* the following requirements must be met:

ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.
If the crossing is used predominantly by school children, is not suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:-
(a) $P \geq 30$
AND
(b) $V \geq 200$
a pedestrian (Zebra) Crossing may be installed.

- Traffic surveys carried out on Tuesday 08/12/2020 and Wednesday 09/12/2020 confirmed that the reduced warrant which supports the installation of a zebra crossing is met on Evans Street at this location.

The key points in support of this proposed recommendation are:

- Improved safety of pedestrians, including schoolchildren, on Evans Street with the zebra pedestrian crossing at the desire lines.
- Improved visibility and safety for both turning and through vehicles at the intersection

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $100,000.

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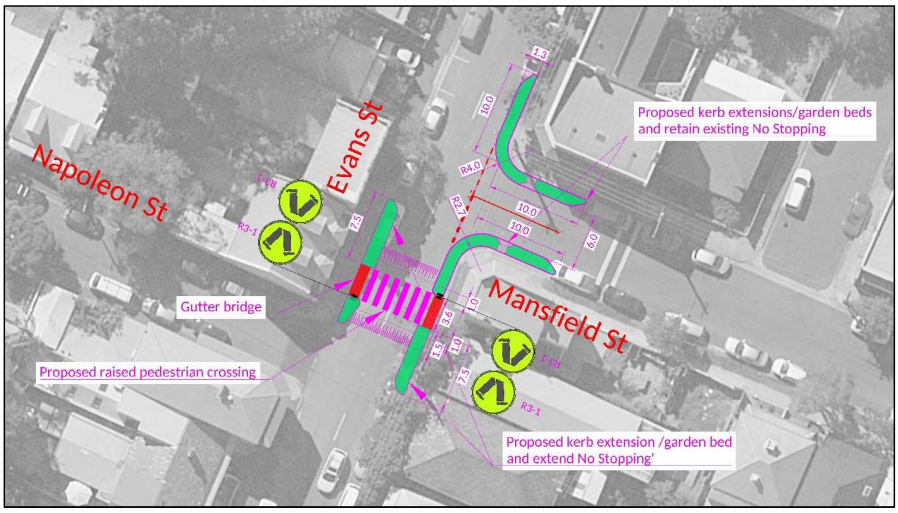

Figure 9-26: Evans Street / Mansfield Street intersection proposal.

9.3.7 Evans Street / Brent Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
  - No crashes were reported for this intersection.
- Council's request
  - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-27**.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through vehicles at the intersection

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $10,000.

53

Figure 9-27: Evans Street/ Brent Street intersection proposal.

9.3.8 **Clare Lane**

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated concerns about the narrow width of the lane near the westernmost bend, coupled with speeding vehicles and the resulting reduced pedestrian safety.
- Crash data
  - One crash was reported, RUM 42 “leaving parking”
- Council’s request
  - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that a Shared Zone be installed in Clare Lane. This proposal is presented in **Figure 9-28**.

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Figure 9-28: Clare Lane proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Clare Lane.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $40,000.

9.3.9 **Prosper Lane**

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated concerns about rat running, vehicles travelling the wrong way in the one-way section of the lane, the narrow width of the lane and the resulting reduced pedestrian safety.
- Crash data
  - No crashes were reported for this location.
- Council's request
  - No specific requests from Council were received for this location.

55

Based on the intersection operation and safety assessment and community feedback, it is proposed that a Shared Zone be installed in Prosper Lane. Also, a "No Through Road" sign is to be installed at the northern end of the lane, facing north. This proposal is presented in **Figure 9-29**.

Figure 9-29: Prosper Lane proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Prosper Lane.
- Improved driver awareness and reduced illegal travel in one-way section of the lane.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $20,000.

9.3.10 **Beattie Street between Elliot Street and Mullens Street**

The issues identified for this location were based on the following:

- Community consultation responses
    - The community responses indicated frequent occurrences of vehicles exceeding the speed limit. This was confirmed by the results of the 24-hour tube counts showing the 85th per-centile speed above the 40 km/h speed limit in both directions of travel.
- Crash data
    - No crashes were reported for this location.

56

- Council's request
    - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed in Beattie Street near No. 117. This proposal is presented in **Figure 9-30**.

Figure 9-30: Beattie Street between Elliot Street and Mullens Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Beattie Street.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $10,000.

9.3.11 Mullens Street / Beattie Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
    - The community responses indicated a high number of near-misses at the roundabout
    - Requests for a pedestrian crossing facility in Beattie Street
- Crash data

57

  - Three crashes RUM 30 “rear end”
  - One crash RUM 10 “cross traffic”
  - One crash RUM 21 “right through”
- Council’s request
  - Council requested to install a pedestrian crossing facility.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing be installed on the western approach to the roundabout, with kerb extensions/garden beds on the western side. The existing speed cushion at this location is proposed to be removed. This proposal is presented in **Figure 9-31**.

Figure 9-31: Mullens Street / Beattie Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Beattie Street.
- Reduced speeds and improved driver awareness on the western approach to the roundabout.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $80,000.

58

9.3.12 Mullens Street / Roseberry Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated frequent occurrences of vehicles exceeding the speed limit. This was confirmed by the results of the 24-hour tube counts showing the 85th per-centile speed above the 40 km/h speed limit in the southern direction (on an approach to the street bend and a pedestrian crossing).
- Crash data
  - Two crashes RUM 71 "left off carriageway into object/parked vehicle" near the bend.
  - One crash RUM 20 "head on (not overtaking)" near the bend.
- Council's request
  - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed in Mullens Street south of Roseberry Street. This proposal is presented in **Figure 9-32**.

Figure 9-32: Mullens Street / Roseberry Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Mullens Street.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

59

- None.

The estimated cost of this proposal is $40,000.

9.3.13 Mullens Street between Goodsir Street and Reynolds Street

The issues identified for this location were based on the following:

- Community consultation responses
    - The community responses indicated frequent occurrences of vehicles exceeding the speed limit. This was confirmed by the results of the 24-hour tube counts showing the 85th per-centile speed above the 40 km/h speed limit in the southern direction (on an approach to the street bend and a pedestrian crossing).
- Crash data
    - One crashes RUM 81 “off carriageway left on the right bend into object/parked vehicle” at the bend.
- Council’s request
    - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that raised thresholds be installed on both approaches to the street bend. This proposal is presented in **Figure 9-33**.

Figure 9-33: Mullens Street between Goodsir Street and Reynolds Street proposal.

The key points in support of this proposed recommendation are:

60

- Improved pedestrian and vehicular safety in Mullens Street.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $80,000.

9.3.14 Mullens Street / Mansfield Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated a high level of concern about vehicles speeding, not slowing down and not giving way to pedestrians at the raised pedestrian crossing north of the intersection.
- Crash data
  - One crash RUM 30 “rear end”.
- Council’s request
  - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that the raised platform for the zebra crossing be widened to feature extended setbacks. It is also proposed to install larger R3-1 signs at the crossing and additional warning signs W6-2 on both approaches. This proposal is presented in **Figure 9-34**.

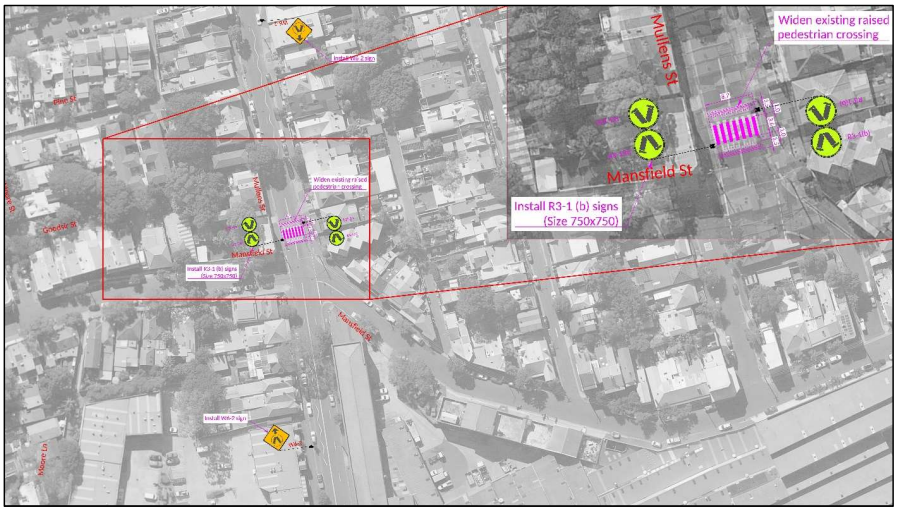

Figure 9-34: Mullens Street / Mansfield Street intersection proposal.

61

The key points in support of this proposed recommendation are:

- Improved pedestrian safety.
- Improved driver awareness.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $80,000.

9.3.15 **Mullens Street between Robert Street and Parsons Street**

The issues identified for this location were based on the following:

- Community consultation responses
    - The community responses indicated a high level of concern about speeding vehicles. This was confirmed by the results of the 24-hour tube counts showing the 85th percentile speeds well above the 40 km/h speed limit in both directions of travel.
- Crash data
    - One crash RUM 30 “rear end” on the northern approach to the intersection with Robert Street.
- Council’s request
    - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised threshold be installed south of Parsons Street. This proposal is presented in **Figure 9-35**.

62

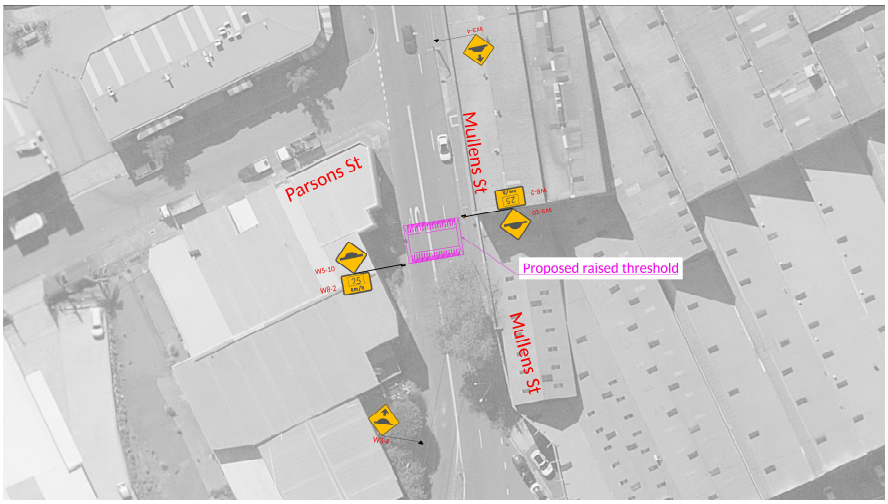

Figure 9-35: Mullens Street between Robert Street and Parsons Street proposal.

The key points in support of this proposed recommendation are:

- Improved vehicular safety in Mullens Street and the intersections with Parsons Street and Robert Street.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $40,000.

9.3.16 Evans Street between Victoria Street and Brent Street

The issues identified for this location were based on the following:

- Community consultation responses
    - The community responses indicated concern about congestion at this location, coupled with short green times at the traffic signals for the Evans Street approach. Also complaints about speeding on the same approach. Although measured speeds did not exceed the speed limit, there were concerns about motorists speeding up to make it to the green light.
- Crash data
    - Three crashes RUM 30 “rear end” on the Evans Street approach to the Victoria Road intersection.
- Council’s request

63

- Council requested that a speed hump be installed for this location.

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed near No. 132. This proposal is presented in **Figure 9-36**.

Figure 9-36: Evans Street between Victoria Street and Brent Street proposal.

The key points in support of this proposed recommendation are:

- Improved vehicular safety in Evans Street.
- Reduced speeds.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $10,000.

9.3.17 **Llewellyn Street**

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated a need for an accessible parking space (for mobility impaired users) near “Doctors on Darling”.
- Crash data
  - No crashes were reported for this intersection.

64

- Council's request
    - No specific requests from Council were received for this location, except suggestions for the design of the mobility space.

Based on the safety assessment and community feedback, it is proposed that a mobility (accessible) space be installed in Llewelyn Street near "Doctors on Darling". This proposal is presented in **Figure 9-37**.

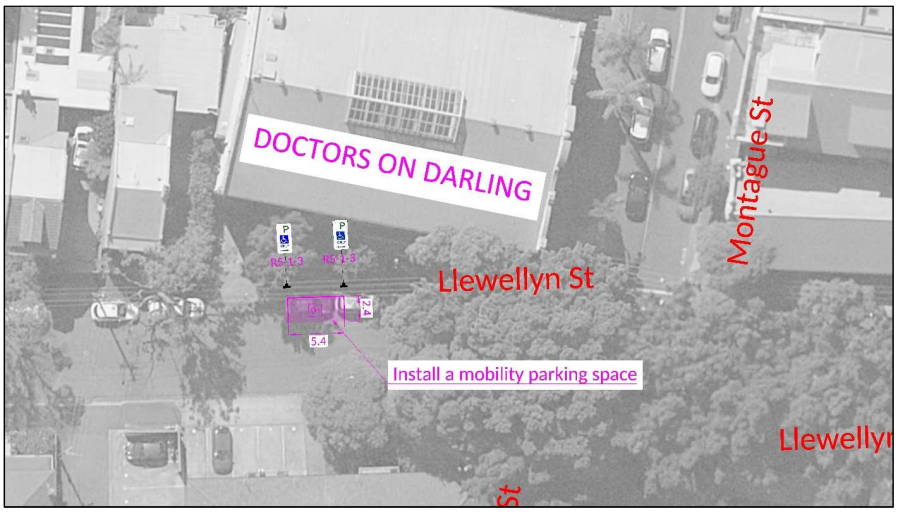

Figure 9-37: Llewellyn Street proposal.

The key points in support of this proposed recommendation are:

- Improved safety and convenience safety for people with mobility issues.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $2,000.

9.3.18 Darling Street between Wisbeach Street and Beattie Street

The issues identified for this location were based on the following:

- Community consultation responses
    - The community responses indicated concerns about the reduced efficiency of the use of the kerb-side parking space due to a lack of space markings. This leads to poor kerb-side parking discipline and unsafe parking.
- Crash data

65

- No crashes were reported for this intersection.

- Council's request
  - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that all kerbside parking spaces be marked at this location. This proposal is presented in **Figure 9-38**.

Figure 9-38: Darling Street between Wisbeach Street and Beattie Street proposal.

The key points in support of this proposed recommendation are:

- Improve parking efficiency and driver discipline
- Improved pedestrian and vehicular safety.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $10,000.

9.3.19 Mansfield Street / Crescent Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated concerns about vehicles speeding and not keeping in their lanes, making it unsafe for all movements at the intersection. Chanellisation using

66

concrete islands or a roundabout was suggested by local residents, however this is not possible due to the limited space for heavy vehicle travel.

- Crash data
  - No crashes were reported for this intersection.
- Council's request
  - No specific requests from Council were received for this location.

Based on the intersection operation observations, safety assessment and community feedback, it is proposed that the existing painted traffic islands be repainted and complemented by rumble bars. This proposal is presented in **Figure 9-39**.

Figure 9-39: Mansfield Street / Crescent Street proposal.

The key points in support of this proposed recommendation are:

- Improved driver discipline.
- Improved pedestrian and vehicular safety.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $2,000.

67

9.3.20 Darling Street between Norman Street and Thornton Street

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated concerns about speeding and unsafe driver behaviour in the area where high turnover street parking takes place. The concern about speeding was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in both directions of travel.
- Crash data
  - No crashes were reported for this intersection.
- Council's request
  - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that a raised threshold be installed at this location. This proposal is presented in **Figure 9-40**.

Figure 9-40: Darling Street between Norman Street and Thornton Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

68

The estimated cost of this proposal is $40,000.

9.3.21 Darling Street between Young Street and Hampton Street

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated concerns about speeding and unsafe driver behaviour in the area where high turnover street parking takes place. The concern about speeding was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in both directions of travel.
- Crash data
  - One crash RUM 42 "leaving parking".
- Council's request
  - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised threshold be installed between Young and Hampton Streets. This proposal is presented in **Figure 9-41**.

Figure 9-41: Darling Street between Young Street and Hampton Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety.
- Reduced speeding.

69

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $40,000.

9.3.22 **Mullens Street at Reynolds Street**

The issues identified for this location were based on the following:

- Community consultation responses
    - The community responses indicated concerns about vehicles speeding despite the existing calming device.
- Crash data
    - One crash RUM 02 “far side” (collision with a pedestrian on the crossing).
- Council’s request
    - Council recommended an upgrade for the existing crossing.

Based on the safety assessment and community and Council feedback, it is proposed that the existing raised pedestrian crossing be upgraded (to be made in concrete and level with the footpath to eliminate changes of gradients between pram ramps and threshold ramps). This proposal is presented in **Figure 9-42**.

Figure 9-42: Mullens Street at Reynolds Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian safety and comfort.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $80,000.

9.3.23 **Parsons Street east of Moore Lane**

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated concerns about speeding, unsafe driver behaviour and the high volume of heavy vehicles using the western (residential) part of Parsons Street.
- Crash data
  - No crashes were reported for this location.
- Council's request
  - Council recommended a one lane slow point to be installed.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a one lane slow point with a raised threshold be installed in Parsons Street just east of Moore Lane. This proposal is presented in **Figure 9-43**.

Figure 9-43: Parsons Street east of Moore Lane proposal.

The key points in support of this proposed recommendation are:

71

- Reduced speeds.
- A deterrence for heavy vehicles attempting to use the western side of Parsons Street.
- Improved pedestrian and vehicular safety.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $40,000.

9.3.24 **Ellen Street**

The issues identified for this location were based on the following:

- Community consultation responses
    - There were community responses specific to this location
    - Field observations noted that the street is very narrow with some parking in the western section of the loop and a narrow footpath on one side, whilst on the other side there are multiple pedestrian access points to properties and no footpath. The eastern part of the loop has access to multiple properties and no footpaths.
- Crash data
    - No crashes were reported for this location.
- Council's request
    - Council recommended the installation of a Shared Zone for this location.

Based on the safety assessment and Council feedback, it is proposed that a Shared Zone be installed in Ellen Street. This proposal is presented in **Figure 9-44**.

Figure 9-44: Ellen Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $40,000.

9.3.25 Darling Street / Wise Street / Beattie Street

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated high demand for a marked pedestrian crossing on the eastern side of the roundabout. This was confirmed by the surveys of pedestrian and vehicular traffic.
- Crash data
  - One crash RUM 02 “far side” (collision with a pedestrian, exact location not specified).
- Council’s request
  - Council recommended the installation of a raised pedestrian crossing.

73

Based on the intersection operation and safety assessment and community/Council feedback, it is proposed that a raised pedestrian crossing be installed on the eastern side of the roundabout (Beattie Street approach). This proposal is presented in **Figure 9-45**.

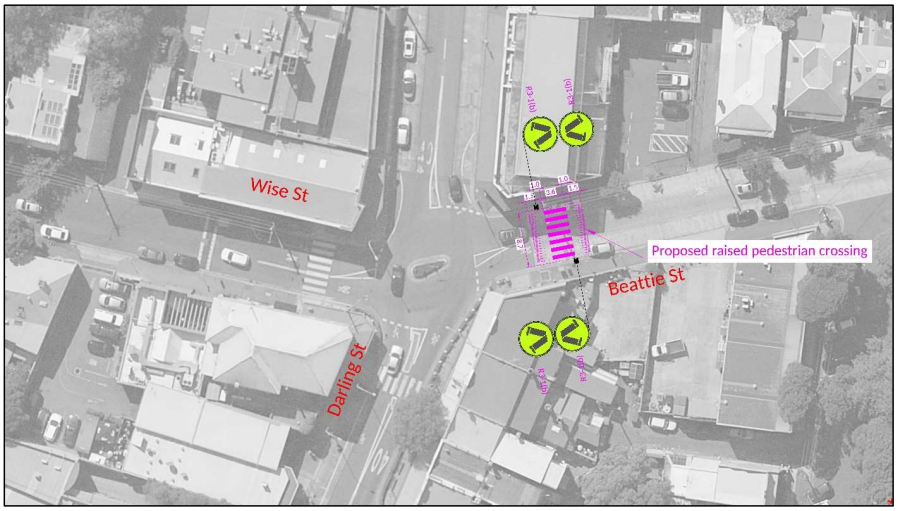

Figure 9-45: Darling Street / Wise Street / Beattie Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian safety.
- Reduced speeds on the roundabout approach.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $80,000.

9.3.26 **Beattie Street between Ewell Street and Wisbeach Lane**

The issues identified for this location were based on the following:

- Community consultation responses
    - The community responses indicated concerns about speeding in Beattie Street.
- Crash data
    - No crashes were reported for this location.
- Council's request

74

- Council requested to replace the existing rubber speed cushions with a full length concrete speed hump (both for efficiency and durability reasons).

Based on the safety assessment and community/Council feedback, it is proposed that a concrete speed hump be installed instead of the existing rubber speed cushions. This proposal is presented in **Figure 9-46**.

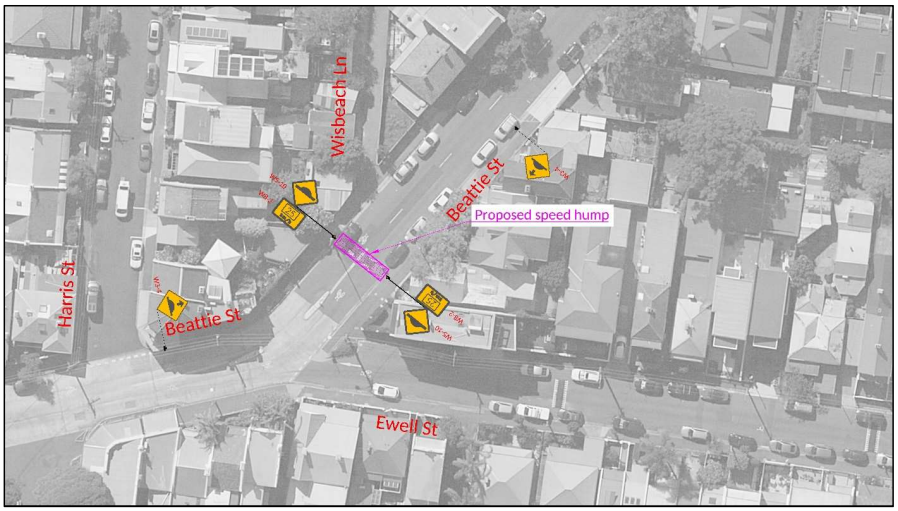

Figure 9-46: Beattie Street between Ewell Street and Wisbeach Lane proposal.

The key points in support of this proposed recommendation are:

- Improved efficiency of the calming device.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $10,000.

9.3.27 Robert Street / Mullens Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
  - The community responses indicated high levels of traffic. This is confirmed by observations and traffic counts.
- Crash data

75

- Two crashes RUM 30 “rear end”.
- One crash RUM 21 “right through”.

- Council’s advice
  - The potential signalisation of the Robert Street / Mullens Street intersection to improve future year level of service is to be investigated in consultation with Inner West Council and NSW Department of Planning and Environment as part of the Bays Station works for the Sydney Metro West.

This proposal is presented in **Figure 9-47**.

Figure 9-47: Robert Street / Mullens Street proposal.

The key points that need further consideration for this proposed recommendation are:

- Improved intersection capacity.
- Improved pedestrian and vehicular safety.

Costs are not included in the current LATM scheme as this project will be carried out as part of Bays Station works.

9.3.28 Montague Street / Llewellyn Street intersection

The issues identified for this location were based on the following:

- Community consultation responses

76

- The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Montague Street. This behaviour results in visibility obstruction for drivers trying to make turns from Llewellyn Street.

- Crash data
  - No crashes were reported for this location.
- Council's request
  - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-48**.

Figure 9-48: Montague Street / Llewellyn Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $15,000.

9.3.29 Nelson Street east of Darling Street

The issues identified for this location were based on the following:

- Community consultation responses
  - No community responses for this location.
- Crash data
  - No crashes were reported for this location.

77

- Council's request
    - Council requested changes to signposting in order to assist patrons of the Hannaford Centre to access the Council facility.

This proposal is presented in **Figure 9-49**.

78

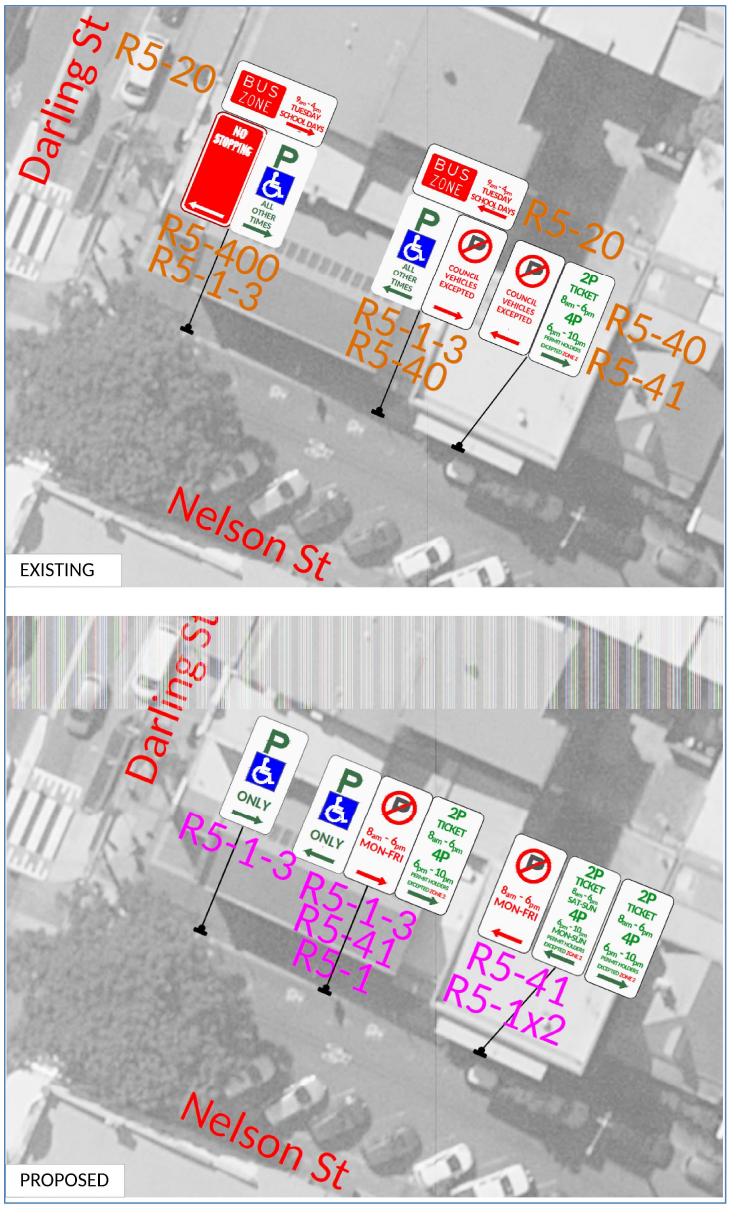

Figure 9-49: Nelson Street east of Darling Street proposal.

79

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular access to Council's facility.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $2,000.

9.3.30 **Prosper Lane, Ewell Street and Bruce Street**

- Council's request
    - Council recommended removing one way restrictions for bicycles on these streets.

In view of safe conditions for two-way bicycle travel (no angle car parking) and to optimise bicycle links it is proposed to install "Bicycles excepted" sign plates at the "One way" signs on these streets. This proposal is presented in **Figure 9-49**.

The key points in support of this proposed recommendation are:

- Improved bicycle connectivity.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is $2,000.

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Figure 9-50: Prosper Lane, Ewell Street and Bruce Street proposal.

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9.4 SUMMARY OF PROPOSALS

Short term (0-5 years)			
Item No.	**Description**	**Streets affected**	**Priority**
1	Install kerb extensions/garden beds and provide 10 m statutory No Stopping at Evans Street and Roseberry Street T-intersection.	Evans Street / Roseberry Street	TBC
2	Install kerb extensions/garden beds and retain existing No Stopping at Evans Street and Carrington Street T-intersection.	Evans Street / Carrington Street	TBC
3	Install kerb extensions/garden beds and provide 10 m statutory No Stopping at Evans Street part of the Evans Street and Henry Street T-intersection.	Evans Street / Henry Street	TBC
4	Install kerb extensions/garden beds and retain existing No Stopping at Evans Street part of an Evans Street and Goodsir Street T-intersection.	Evans Street / Goodsir Street	TBC
5	Install kerb extensions/garden beds around the corners of the intersection of Evans Street and Hanover Street, within the existing No Stopping zones. Introduce a one-way system (northbound and westbound) in Hanover Street north of Collins Street, including installation of a kerb extension/garden bed within the existing No Stopping zone.	Evans Street, Hanover Street, Collins Street	TBC
6	Install a raised pedestrian crossing on the southern approach of the intersection, incorporating garden beds around the corners of the intersection, within the existing No Stopping zones.	Evans Street / Mansfield Street	TBC
7	Install kerb extensions/garden beds and retain existing No Stopping at Evans Street part of an Evans Street and Brent Street T-intersection.	Evans Street / Brent Street	TBC
8	Implement a Shared Zone with the textured road surface at both entry points and road bend. Pavement text at both entry points.	Clare Lane	TBC
9	Implement a Shared Zone with the textured road surface and pavement text at both entry points.	Prosper Lane	TBC
10	Install a speed hump on Beattie Street between Elliot Street and Mullens Street.	Beattie Street	TBC
11	Remove existing speed cushions and install kerb extensions/garden beds and a raised pedestrian crossing on Beattie Street west of Beattie Street and Mullens Street intersection. Install kerb extensions/garden beds at the existing raised zebra crossing on Mullens Street south of the intersection.	Beattie Street / Mullens Street	TBC

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Short term (0-5 years)			
Item No.	**Description**	**Streets affected**	**Priority**
12	Install a raised threshold on Mullens Street just south of Roseberry Street.	Mullens Street	TBC
13	Install two raised thresholds on Mullens Street between Goodsir Street and Reynolds Street.	Mullens Street	TBC
14	Install R3-1 (b) signs (Size 750x750) on Mullens Street before the Mullens Street and Mansfield Street intersection and widened existing raised pedestrian crossing.	Mullens Street, Mansfield Street	TBC
15	Install a raised threshold on Mullens Street just south of Parsons Street.	Mullens Street	TBC
16	Install a speed hump on Evans Street between Brent Street and Victoria Road.	Evans Street	TBC
17	Install a mobility parking space on Llewellyn Street just west of Montague Street, outside the Doctors on Darling clinic.	Llewellyn Street	TBC
18	Mark parking bays in a high parking turnover area between Wisbeach Street and Beattie Street to improve efficiency for people visiting local businesses and schoolchildren drop-off-pick-up.	Darling Street	TBC
19	Repaint traffic islands using rumble strips to help keep cars in traffic lanes at the intersection of Mansfield Street and Crescent Street.	Mansfield Street / Crescent Street	TBC
20	Install a raised threshold on Darling Street between Norman Street and Thornton Street.	Darling Street	TBC
21	Install a raised threshold on Darling Street between Young Street and Hampton Street.	Darling Street	TBC
22	Upgrade the existing pedestrian crossing in concrete at grade with a footpath on Mullens Street, immediately north of Reynolds Street.	Mullens Street, Reynolds Street	TBC
23	Install kerb extensions/garden beds and one lane slow point raised threshold east of Moore Lane.	Parsons Street, Moore Lane	TBC
24	Implement a Shared Zone with a textured road surface in Ellen Street.	Ellen Street	TBC
25	Install a raised pedestrian crossing on Beattie Street near the intersection of Beattie Street, Darling Street and Wise Street.	Beattie Street, Darling Street, Wise Street	TBC
26	Install a speed hump in Beattie Street between Ewell Street and Wisbeach Lane.	Beattie Street	TBC
27	Potential signalisation of the Robert Street / Mullens Street intersection as part of Metro West Bays Precinct works	Robert Street / Mullens Street	TBC
28	Install kerb extensions/garden beds and retain existing No Stopping on Montague Street at the intersection with Llewellyn Street.	Montague Street, Llewellyn Street	TBC
29	Changes to signposting (parking restrictions)	Nelson Street east of Darling Street	TBC
30	Install “Cyclists Excepted” signposting in one way street sections.	Prosper Lane, Ewell Street and Bruce Street	TBC

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9.5 ESTIMATED COST OF ALL PROPOSALS

It is estimated that the total cost of all proposals will be approximately $943,000, with a 10 percent contingency this amount would be approximately $1,037,300.

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Appendix A.

Leichhardt PAMP 2014 Action Plan

2021 PAMP Schedule of Works

LEICHHARDT PAMP 2014 ACTION PLAN

Suburb	REF	Location	Intersections or Exact Location	Problem or Issue	Recommendation	Exact Facility	Estimate	Priority	Implemented (Yes/No)
Balmain	88	Beattie St / Mullens St	Beattie St / Mullens St	Report attached as Appendix to this PAMP	Traffic signals recommended for this location	traffic signals	$ 300,000	High	No
Rozelle	6	Victoria Rd	Darling St	Existing double bus shelters	Conflict cyclists and bus patrons limited pedestrian movements. Separate bus shelters to allow for better pedestrian flow.	Detailed assessment required	$ 10,000	High	No
Rozelle	7	Victoria Rd	Prosper St at Manning Funerals	Conflict pedestrians and cyclists	Give way signs and pavement marking required to enable cyclists to give way at each intersection	signposting and linemarking Share the Path as per Appendix 5	$ 600	High	No
Rozelle	9	Victoria Rd	Darling St	Speed problem down hill	Install raised speed cushions on the footpath	speed cushions	$ 10,000	High	Yes
Rozelle	13	Darling St	Wise St	Pedestrian crossing approved at this location	Concur with Council's decision to provide facilities	at grade zebra crossing with blisters	$ 25,000	High	Yes
Rozelle	16	Merton St	Blister islands at Evans St	Approved location for blister islands	Concur with Council's decision to provide facilities	concur with Councils decision to provide facilities	funding allocated & project completed	High	Yes

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2021 PAMP RELEVANT WORKS PROGRAM WITHIN BALMAIN LATM STUDY AREA

Issue ID		Suburb	Category	Recommendation	Cost	Priority
SA212	Merton St east of Darling St	Rozelle	Safety issue	Install continuous raised footpath treatment	$30k	HIGH
SA214	Nelson St east of Darling St	Rozelle	Safety issue	Install continuous raised footpath treatment	$30k	HIGH
SA50	Jacques St at Darling St	Balmain	Safety issue	Install continuous raised footpath treatment	$30k	HIGH

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Appendix B.

5 Appendix B - Road user movement code table

PEDESTRIANS (on foot or in toy/pram)	VEHICLES FROM ADJACENT DIRECTION (intersections only)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
00	10	20	Vehicles in same lane 30	40	50	60	70	80	90
01	11	21	31	41	51	61	71	81	91
02	12	22	32	42	52	62	72	82	92
03	13	23	Vehicles in parallel lanes 33	43	53	63	73	83	93
04	14	24	34	44	54	64	74	84	94
05	15	25	35	45	55	65	75	85	95
06	16		36	46		66		86	
07	17		37	47		67		87	
	18			48				88	98
09	19	29	39	49	59	69	79	89	99

Definitions and notes to support road crash data – June 2014

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Appendix C.

Engagement Outcomes Report

Engagement outcomes report Balmain LATM

Contents

Summary

This Engagement Outcomes Report outlines the feedback received during the first stage of community engagement comprising the initial insights. Later stages of consultation will include feedback on draft options and public exhibition of the draft report.

Council undertook an initial survey through Council's Yoursay website in October/November 2020 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 245 responses were received.

The main outcomes of the first stage of consultation are that residents were concerned with excessive speeding, followed by too much traffic and sight obstructions.

In regards to particular streets, Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstruction.

Darling Street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit whilst Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

Background

The Balmain LATM was initiated as part of Council's LATM Strategy Program. The study aims to;

- Reduce vehicle speeds
- Minimise traffic levels and intruding traffic in a local street
- Minimise crash risk
- Improve local amenity by:
    - Reducing car use
    - Increasing use of public transport
    - Increasing walking and cycling
    - Improving the streetscape

Promotion

The opportunity to participate was promoted via:

- Council's social media
- Your Say Inner West E-news and homepage
- Letters to residents and businesses
- Council website
- email

Engagement methods

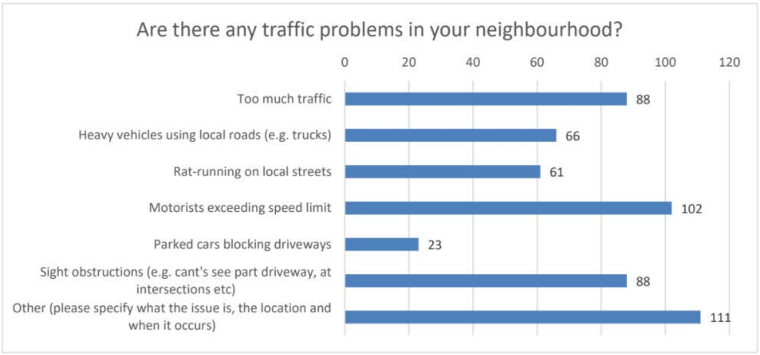
The community could provide feedback online via Your Say Inner West or request a paper copy of the questionnaire. Paper responses could be submitted via email or post.

Engagement outcomes

Council undertook an initial survey through Council's Yoursay website in October/November 2020 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 245 responses were received.

The figure below indicates that the highest rated problem in the area is the high volume of traffic.

Figure 1.1. Overall Rating of Traffic, Cycling or Pedestrian Problems



The figures below indicate that weekends are rated almost as highly as a problem time for traffic volume, indicating that this issue is not confined to the working week. Heavy vehicles using local streets and rat running on local streets are rated more highly for the

working week. Exceeding speed limits and parked cars blocking the driveways are rated higher on weekends than on weekdays.

Figure 1.2 Too Much Traffic

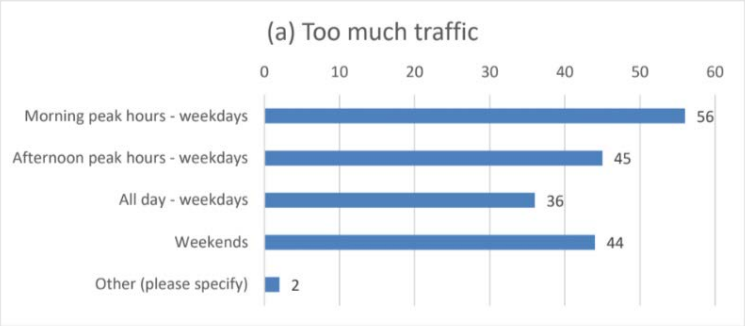


Figure 1.3 Heavy Vehicles

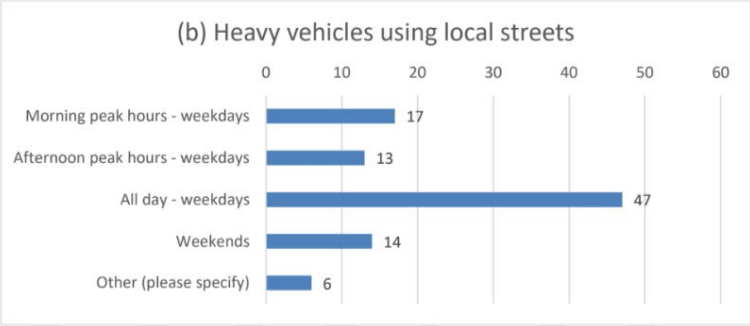


Figure 1.4 Rat Running

Figure 1.5 Exceeding Speed Limits

Figure 1.6 Parked Cars

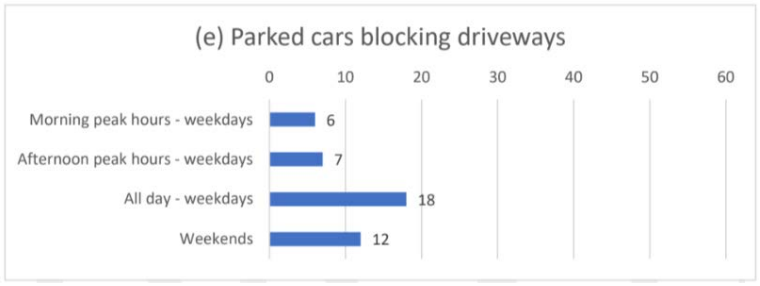
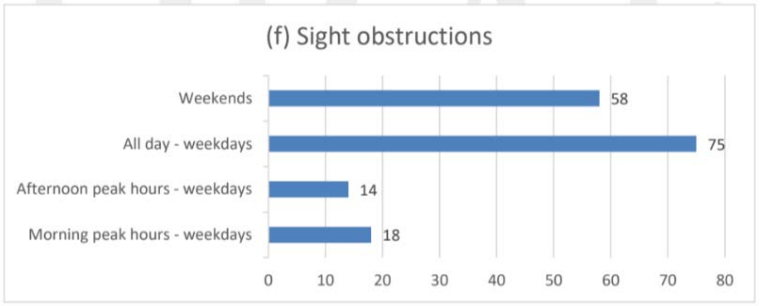


Figure 1.7 Sight Obstructions



An examination by problem by street is illustrated in Figure 1.8. The table lists the issues and streets where these issues are most frequently mentioned.

Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstruction.

Darling Street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit whilst Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

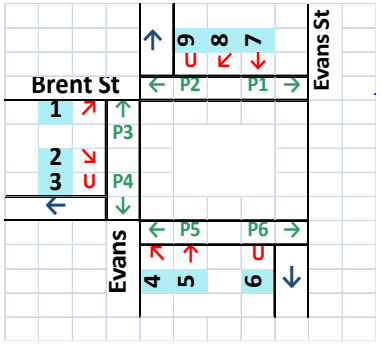
Figure 1.8 Problems rated by street

STREET NAME	TOO MUCH TRAFFIC	HEAVY VEHICLES	RAT RUNNING	EXCEEDING SPEED LIMITS	PARKED CARS BLOCKING DRIVEWAYS	SIGHT OBSTRUCTIONS
Beattie Street	13	9	12	15	0	6
Brent Street	7	5	8	6	2	8
Crescent Street	2	2	8	3	3	0
Darling Street	21	8	15	24	0	10
Victoria Road	16	4	6	6	0	6
Elliott Street	0	2	0	3	1	3
Evans Street	26	13	19	16	3	26
Hartley Street	2	2	2	3	1	4
Llewellyn Street	1	0	1	1	1	1
Mackenzie Street	0	2	1	0	2	3
Mansfield Street	11	5	14	21	0	20
Merton Street	1	0	3	0	0	1
Montague Street	3	3	2	3	1	5
Mulllens Street	28	15	13	29	1	17
Parsons Street	2	5	0	4	0	2
Perrett Street	3	1	1	0	0	1
Reynolds Street	4	2	1	6	0	5
Roberts Street	6	2	1	4	0	0
Starling Street	3	0	1	1	0	3
Wisbeach Street	0	2	2	3	0	0

Appendix D.

Traffic counts

C02 Weekday, Evans Street and Brent Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
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5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	14	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	19	2	0	0	0	0	0	0	0
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TOTAL		69	6	0	0	21	2	0	1	0	0	0	0	32	1	0	2	759	26	0	18	1	0	0	0	367	9	0	3	53	1	0	0	1	0	0	0	1372	16	12	17	20	11	20	0	0

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
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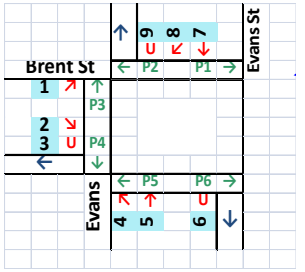
8:15	9:15	20	2	0	0	5	0	0	0	0	0	0	0	10	0	0	0	295	9	0	3	0	0	0	0	167	2	0	0	16	1	0	0	0	0	0	0	530	5	5	8	7	5	9	0	0
8:30	9:30	20	3	0	0	8	0	0	0	0	0	0	0	13	0	0	0	277	8	0	3	0	0	0	0	154	1	0	0	17	1	0	0	0	0	0	0	505	6	4	7	4	6	3	0	0

C02 Weekday, Evans Street and Brent Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
14:00	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	14:45	5	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	32	1	0	0	0	0	0	0	10	0	0	1	4	0	0	0	0	0	0	0	57	0	1	3	2	4	2	0	0
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15:00	15:15	6	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	77	1	0	1	0	0	0	0	32	1	0	0	1	0	0	0	0	0	0	0	128	0	0	1	0	5	2	0	0
15:15	15:30	11	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	76	1	0	0	0	0	0	0	35	0	0	1	8	0	0	0	0	0	0	0	137	0	0	1	1	0	2	0	0
15:30	15:45	6	0	0	0	4	0	0	1	0	0	0	0	2	0	0	0	64	4	0	0	0	0	0	0	28	2	0	0	5	0	0	0	0	0	0	0	116	1	0	6	1	1	0	0	0
15:45	16:00	9	0	0	0	2	0	0	1	0	0	0	0	4	0	0	0	48	2	0	1	0	0	0	0	43	0	0	0	4	0	0	0	3	0	0	0	117	3	1	5	2	0	1	0	0
16:00	16:15	7	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	48	0	0	0	0	0	0	0	33	0	0	0	3	0	0	0	1	0	0	0	98	1	0	1	1	0	1	0	0
16:15	16:30	7	0	0	0	1	0	0	0	0	0	0	0	7	0	0	0	70	0	0	0	0	0	0	0	36	0	0	0	4	0	0	0	1	0	0	0	126	0	0	1	1	1	2	0	0
16:30	16:45	4	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	46	0	0	1	0	0	0	0	46	0	0	3	7	0	0	0	1	0	0	0	113	1	0	1	1	0	0	0	0
16:45	17:00	7	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	48	0	0	0	0	0	0	0	34	1	0	0	3	0	0	0	0	0	0	0	101	1	1	0	1	0	3	0	0
17:00	17:15	10	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	55	0	0	0	0	0	0	0	44	2	0	1	1	0	0	0	2	0	0	0	119	1	0	1	1	2	3	0	0
17:15	17:30	9	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	61	0	0	0	0	0	0	0	49	0	0	0	1	0	0	0	1	0	0	0	126	0	0	2	0	1	0	0	0
17:30	17:45	13	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	64	0	0	0	0	0	0	0	37	0	0	2	1	0	0	3	0	0	0	0	126	2	1	0	1	6	0	0	0
17:45	18:00	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	54	0	0	0	0	0	0	0	42	0	0	2	5	0	0	0	1	0	0	0	115	2	2	3	4	3	1	0	0
18:00	18:15	14	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	46	0	0	1	0	0	0	0	42	0	0	0	8	0	0	0	0	0	0	0	117	0	1	0	2	3	1	0	0
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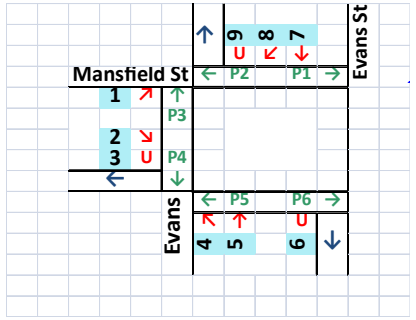
18:30	18:45	10	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	32	0	0	1	0	0	0	0	37	2	0	1	3	0	0	0	0	0	0	0	92	0	1	0	1	0	1	0	0
18:45	19:00	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	34	0	0	1	0	0	0	0	31	0	0	0	4	0	0	0	0	0	0	0	75	0	1	1	3	3	0	0	0
TOTAL		141	2	0	0	44	0	0	2	0	0	0	0	57	0	0	0	955	10	0	8	1	0	0	0	675	8	0	15	68	0	0	3	12	0	0	0	1718	14	13	33	26	36	23	0	0

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
14:00	15:00	7	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	90	1	0	1	0	0	0	0	59	0	0	1	7	0	0	0	2	0	0	0	179	2	5	3	5	6	5	0	0
14:15	15:15	13	0	0	0	9	0	0	0	0	0	0	0	11	0	0	0	167	2	0	2	0	0	0	0	91	1	0	1	8	0	0	0	2	0	0	0	307	2	5	4	5	11	7	0	0
14:30	15:30	24	1	0	0	11	0	0	0	0	0	0	0	13	0	0	0	243	3	0	2	0	0	0	0	126	1	0	2	16	0	0	0	2	0	0	0	444	2	5	5	6	11	9	0	0
14:45	15:45	25	1	0	0	13	0	0	1	0	0	0	0	13	0	0	0	275	6	0	2	0	0	0	0	144	3	0	1	17	0	0	0	2	0	0	0	503	3	4	8	5	8	7	0	0
15:00	16:00	32	1	0	0	11	0	0	2	0	0	0	0	14	0	0	0	265	8	0	2	0	0	0	0	138	3	0	1	18	0	0	0	3	0	0	0	498	4	1	13	4	6	5	0	0
15:15	16:15	33	1	0	0	11	0	0	2	0	0	0	0	11	0	0	0	236	7	0	1	0	0	0	0	139	2	0	1	20	0	0	0	4	0	0	0	468	5	1	13	5	1	4	0	0
15:30	16:30	29	0	0	0	10	0	0	2	0	0	0	0	16	0	0	0	230	6	0	1	0	0	0	0	140	2	0	0	16	0	0	0	5	0	0	0	457	5	1	13	5	2	4	0	0
15:45	16:45	27	0	0	0	7	0	0	1	0	0	0	0	18	0	0	0	212	2	0	2	0	0	0	0	158	0	0	3	18	0	0	0	6	0	0	0	454	5	1	8	5	1	4	0	0
16:00	17:00	25	0	0	0	7	0	0	0	0	0	0	0	20	0	0	0	212	0	0	1	0	0	0	0	149	1	0	3	17	0	0	0	3	0	0	0	438	3	1	3	4	1	6	0	0
16:15	17:15	28	0	0	0	5	0	0	0	0	0	0	0	20	0	0	0	219	0	0	1	0	0	0	0	160	3	0	4	15	0	0	0	4	0	0	0	459	3	1	3	4	3	8	0	0
16:30	17:30	30	0	0	0	6	0	0	0	0	0	0	0	16	0	0	0	210	0	0	1	0	0	0	0	173	3	0	4	12	0	0	0	4	0	0	0	459	3	1	4	3	3	6	0	0
16:45	17:45	39	1	0	0	7	0	0	0	0	0	0	0	15	0	0	0	228	0	0	0	0	0	0	0	164	3	0	3	6	0	0	3	3	0	0	0	472	4	2	3	3	9	6	0	0
17:00	18:00	36	1	0	0	9	0	0	0	0	0	0	0	12	0	0	0	234	0	0	0	0	0	0	0	172	2	0	5	8	0	0	3	4	0	0	0	486	5	3	6	6	12	4	0	0
17:15	18:15	40	1	0	0	13	0	0	0	0	0	0	0	10	0	0	0	225	0	0	1	0	0	0	0	170	0	0	4	15	0	0	3	2	0	0	0	484	4	4	5	7	13	2	0	0
17:30	18:30	46	1	0	0	11	0	0	0	0	0	0	0	9	0	0	0	206	1	0	2	1	0	0	0	168	0	0	8	17	0	0	3	1	0	0	0	474	4	4	10	8	17	3	0	0
17:45	18:45	43	0	0	0	12	0	0	0	0	0	0	0	9	0	0	0	174	1	0	3	1	0	0	0	168	2	0	7	19	0	0	0	1	0	0	0	440	2	4	10	8	11	4	0	0
18:00	19:00	41	0	0	0	11	0	0	0	0	0	0	0	6	0	0	0	154	1	0	4	1	0	0	0	157	2	0	5	18	0	0	0	0	0	0	0	400	0	3	8	7	11	3	0	0

C03 Weekday, Evans Street and Mansfield Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
6:15	6:30	1	1	0	0	3	0	0	0	0	0	0	0	7	1	0	0	12	1	0	1	0	0	0	0	7	0	0	1	2	0	0	1	0	0	0	0	38	0	0	0	0	0	0	0	0
6:30	6:45	10	0	0	0	4	1	0	0	0	0	0	0	5	0	0	1	28	2	0	1	0	0	0	0	6	1	0	0	3	0	0	0	0	0	0	0	62	2	0	2	0	0	1	0	0
6:45	7:00	7	0	0	0	8	0	0	1	0	0	0	0	5	0	0	1	34	1	0	2	0	0	0	0	12	0	0	0	3	0	0	0	0	0	0	0	74	1	1	0	2	0	0	0	0
7:00	7:15	7	1	0	0	6	0	0	0	0	0	0	0	5	0	0	1	40	1	0	4	0	0	0	0	16	0	0	0	4	0	0	0	0	0	0	0	85	1	0	2	0	1	0	0	0
7:15	7:30	9	0	0	0	6	0	0	0	0	0	0	0	4	0	0	1	37	1	0	2	0	0	0	0	12	0	0	1	3	0	0	0	0	0	0	0	76	2	2	5	4	0	3	0	0
7:30	7:45	21	1	0	0	10	0	0	1	0	0	0	0	7	0	0	1	53	0	0	2	0	0	0	0	23	1	0	1	2	0	0	0	0	0	0	0	123	1	1	2	1	0	2	0	0
7:45	8:00	12	1	0	0	10	0	0	1	0	0	0	0	9	1	0	1	56	0	0	1	0	0	0	0	33	1	0	0	3	1	0	0	0	0	0	0	130	3	0	1	2	1	3	0	0
8:00	8:15	11	0	0	1	7	0	0	0	0	0	0	0	3	0	0	0	65	1	0	0	0	0	0	0	28	0	0	0	8	0	0	0	0	0	0	0	124	3	2	4	5	0	1	0	0
8:15	8:30	15	0	0	0	15	1	0	1	0	0	0	0	8	1	0	0	65	2	0	1	0	0	0	0	32	0	0	1	3	0	0	0	0	0	0	0	145	2	3	3	3	0	3	0	0
8:30	8:45	21	0	0	0	21	0	0	0	0	0	0	0	9	0	0	0	81	0	0	1	0	0	0	0	47	0	0	3	6	0	0	0	0	0	0	0	189	0	1	2	2	0	5	0	0
8:45	9:00	22	0	0	1	12	0	0	0	0	0	0	0	7	0	0	1	66	5	0	1	0	0	0	0	38	0	0	1	10	0	0	0	0	0	0	0	164	5	2	6	2	1	6	0	0
9:00	9:15	12	0	0	1	9	1	0	0	0	0	0	0	10	0	0	0	63	2	0	1	0	0	0	0	28	0	0	0	7	1	0	0	2	0	0	0	137	1	3	1	0	0	1	0	0
9:15	9:30	9	0	0	0	11	0	0	0	0	0	0	0	10	0	0	1	49	1	0	1	0	0	0	0	29	0	0	0	3	0	0	0	0	0	0	0	114	1	1	1	1	0	3	0	0
9:30	9:45	11	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	40	0	0	0	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	0	86	4	3	0	2	1	1	0	0
9:45	10:00	19	0	0	0	5	0	0	0	0	0	0	0	7	0	0	0	42	1	0	0	0	0	0	0	21	0	0	0	1	0	0	0	0	0	0	0	96	2	0	3	3	1	4	0	0
10:00	10:15	12	0	0	1	3	1	0	0	0	0	0	0	5	0	0	0	37	1	0	4	0	0	0	0	21	1	0	1	4	0	0	0	0	0	0	0	91	2	2	1	1	0	1	0	0
10:15	10:30	10	0	0	0	8	0	1	0	0	0	0	0	8	0	0	0	54	3	0	0	0	0	0	0	24	0	0	0	4	0	0	0	0	0	0	0	112	3	2	1	1	0	3	0	0
TOTAL		209	4	0	4	144	4	1	4	0	0	0	0	113	3	0	8	822	22	0	22	0	0	0	0	401	5	0	9	66	2	0	1	2	0	0	0	1846	33	23	34	29	5	37	0	0

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
6:15	7:15	25	2	0	0	21	1	0	1	0	0	0	0	22	1	0	3	114	5	0	8	0	0	0	0	41	1	0	1	12	0	0	1	0	0	0	0	259	4	1	4	2	1	1	0	0
6:30	7:30	33	1	0	0	24	1	0	1	0	0	0	0	19	0	0	4	139	5	0	9	0	0	0	0	46	1	0	1	13	0	0	0	0	0	0	0	297	6	3	9	6	1	4	0	0
6:45	7:45	44	2	0	0	30	0	0	2	0	0	0	0	21	0	0	4	164	3	0	10	0	0	0	0	63	1	0	2	12	0	0	0	0	0	0	0	358	5	4	9	7	1	5	0	0
7:00	8:00	49	3	0	0	32	0	0	2	0	0	0	0	25	1	0	4	186	2	0	9	0	0	0	0	84	2	0	2	12	1	0	0	0	0	0	0	414	7	3	10	7	2	8	0	0
7:15	8:15	53	2	0	1	33	0	0	2	0	0	0	0	23	1	0	3	211	2	0	5	0	0	0	0	96	2	0	2	16	1	0	0	0	0	0	0	453	9	5	12	12	1	9	0	0
7:30	8:30	59	2	0	1	42	1	0	3	0	0	0	0	27	2	0	2	239	3	0	4	0	0	0	0	116	2	0	2	16	1	0	0	0	0	0	0	522	9	6	10	11	1	9	0	0
7:45	8:45	59	1	0	1	53	1	0	2	0	0	0	0	29	2	0	1	267	3	0	3	0	0	0	0	140	1	0	4	20	1	0	0	0	0	0	0	588	8	6	10	12	1	12	0	0
8:00	9:00	69	0	0	2	55	1	0	1	0	0	0	0	27	1	0	1	277	8	0	3	0	0	0	0	145	0	0	5	27	0	0	0	0	0	0	0	622	10	8	15	12	1	15	0	0
8:15	9:15	70	0	0	2	57	2	0	1	0	0	0	0	34	1	0	1	275	9	0	4	0	0	0	0	145	0	0	5	26	1	0	0	2	0	0	0	635	8	9	12	7	1	15	0	0
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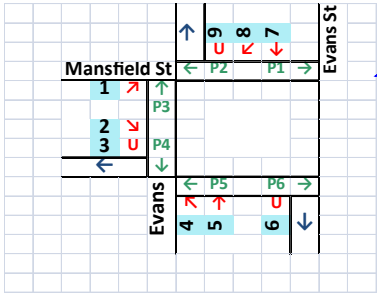
9:00	10:00	51	0	0	1	31	1	0	0	0	0	0	0	31	0	0	1	194	4	0	2	0	0	0	0	102	1	0	0	11	1	0	0	2	0	0	0	433	8	7	5	6	2	9	0	0
9:15	10:15	51	0	0	1	25	1	0	0	0	0	0	0	26	0	0	1	168	3	0	5	0	0	0	0	95	2	0	1	8	0	0	0	0	0	0	0	387	9	6	5	7	2	9	0	0
9:30	10:30	52	0	0	1	22	1	1	0	0	0	0	0	24	0	0	0	173	5	0	4	0	0	0	0	90	2	0	1	9	0	0	0	0	0	0	0	385	11	7	5	7	2	9	0	0

C03 Weekday, Evans Street and Mansfield Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
14:00	14:15	10	1	0	0	7	1	0	0	0	0	0	0	2	0	0	0	26	1	0	0	0	0	0	0	19	1	0	0	7	0	0	0	0	0	0	0	75
14:15	14:30	10	0	0	0	9	0	0	0	1	0	0	0	7	0	0	0	31	1	1	0	0	0	0	0	25	2	0	0	5	0	0	0	0	0	0	0	92
14:30	14:45	11	0	0	0	11	0	0	1	0	0	0	0	2	0	0	0	41	1	0	0	0	0	0	0	28	0	0	1	3	0	0	0	0	0	0	0	99
14:45	15:00	9	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	52	0	0	1	0	0	0	0	35	0	0	0	10	0	0	1	0	0	0	0	117
15:00	15:15	25	0	0	0	13	0	0	0	0	0	0	0	8	0	0	0	64	1	0	1	0	0	0	0	34	1	0	0	9	0	0	0	0	0	0	0	156
15:15	15:30	12	0	0	0	10	0	0	1	0	0	0	0	8	0	0	0	76	1	0	0	0	0	0	0	34	0	0	1	5	0	0	0	0	0	0	0	148
15:30	15:45	17	0	0	0	13	2	0	0	0	0	0	0	7	0	0	0	57	4	0	0	0	0	0	0	31	2	0	1	4	0	0	0	0	0	0	0	138
15:45	16:00	10	1	0	1	12	0	0	0	0	0	0	0	7	0	0	0	43	1	0	0	0	0	0	0	31	0	0	4	11	0	0	0	0	0	0	0	121
16:00	16:15	12	0	0	0	15	0	0	0	0	0	0	0	2	0	0	0	40	0	0	0	0	0	0	0	32	0	0	0	10	0	0	0	0	0	0	0	111
16:15	16:30	14	0	0	0	20	0	0	1	0	0	0	0	5	0	0	0	63	0	0	1	0	0	0	0	29	0	0	2	7	0	0	0	0	0	0	0	142
16:30	16:45	7	0	0	0	11	0	0	2	0	0	0	0	8	0	0	0	44	0	0	1	0	0	0	0	42	0	0	2	5	0	0	0	0	0	0	0	122
16:45	17:00	12	0	0	0	19	0	0	1	0	0	0	0	12	1	0	0	45	0	0	1	0	0	0	0	50	0	0	0	7	0	0	0	0	0	0	0	148
17:00	17:15	14	0	0	1	11	1	0	1	0	0	0	0	4	0	0	0	52	0	0	0	0	0	0	0	39	2	0	1	6	0	0	0	0	0	0	0	132
17:15	17:30	17	0	0	0	19	1	0	0	0	0	0	0	7	0	0	0	40	0	0	0	0	0	0	0	37	0	0	1	12	0	0	0	0	0	0	0	134
17:30	17:45	19	0	0	0	12	0	0	1	0	0	0	0	5	0	0	0	46	0	0	0	0	0	0	0	32	0	0	2	7	0	0	0	0	0	0	0	124
17:45	18:00	9	0	0	0	14	0	0	0	0	0	0	0	5	0	0	0	48	0	0	0	0	0	0	0	39	0	0	2	4	0	0	0	0	0	0	0	121
18:00	18:15	12	0	0	0	14	0	0	0	0	0	0	0	3	0	0	0	36	0	0	1	0	0	0	0	40	0	0	0	8	0	0	0	1	0	0	0	115
18:15	18:30	9	0	0	0	14	0	0	1	0	0	0	0	2	0	0	0	37	1	0	2	0	0	0	0	35	0	0	5	10	0	0	0	0	0	0	0	116
18:30	18:45	10	0	0	0	16	0	0	0	0	0	0	0	2	0	0	0	24	0	0	1	0	0	0	0	36	2	0	1	5	0	0	0	0	0	0	0	97
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		220	2	0	2	217	5	0	8	1	0	0	0	94	1	0	0	804	10	1	6	0	0	0	0	577	8	0	17	120	0	0	1	1	0	0	0	3941

P1	P2	P3	P4	P5	P6	P7	P8
1	1	2	0	1	0	0	0
5	1	0	0	0	1	0	0
0	2	2	0	1	4	0	0
0	2	1	5	1	5	0	0
0	2	2	8	0	0	0	0
1	8	3	2	1	0	0	0
1	3	2	1	0	0	0	0
0	2	1	0	0	1	0	0
1	1	2	2	0	0	0	0
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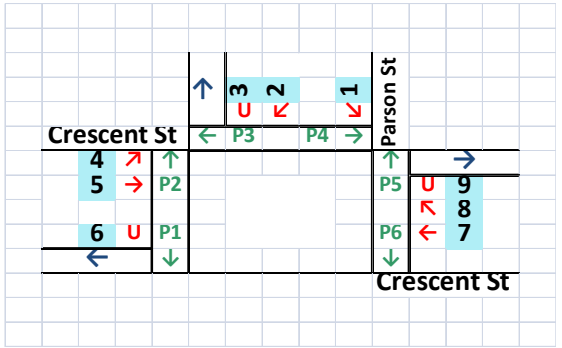
1	2	2	1	0	3	0	0
0	1	2	3	0	0	0	0
1	6	1	1	2	3	0	0
0	0	2	0	1	5	0	0
2	1	5	6	2	2	0	0
0	5	2	4	0	1	0	0
1	1	5	3	1	2	0	0
0	0	1	2	0	4	0	0
0	0	0	0	0	0	0	0
15	63	71	62	26	72	0	0

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
14:00	15:00	40	1	0	0	34	1	0	1	1	0	0	0	13	0	0	0	150	3	1	1	0	0	0	0	107	3	0	1	25	0	0	1	0	0	0	0	383
14:15	15:15	55	0	0	0	40	0	0	1	1	0	0	0	19	0	0	0	188	3	1	2	0	0	0	0	122	3	0	1	27	0	0	1	0	0	0	0	464
14:30	15:30	57	0	0	0	41	0	0	2	0	0	0	0	20	0	0	0	233	3	0	2	0	0	0	0	131	1	0	2	27	0	0	1	0	0	0	0	520
14:45	15:45	63	0	0	0	43	2	0	1	0	0	0	0	25	0	0	0	249	6	0	2	0	0	0	0	134	3	0	2	28	0	0	1	0	0	0	0	559
15:00	16:00	64	1	0	1	48	2	0	1	0	0	0	0	30	0	0	0	240	7	0	1	0	0	0	0	130	3	0	6	29	0	0	0	0	0	0	0	563
15:15	16:15	51	1	0	1	50	2	0	1	0	0	0	0	24	0	0	0	216	6	0	0	0	0	0	0	128	2	0	6	30	0	0	0	0	0	0	0	518
15:30	16:30	53	1	0	1	60	2	0	1	0	0	0	0	21	0	0	0	203	5	0	1	0	0	0	0	123	2	0	7	32	0	0	0	0	0	0	0	512
15:45	16:45	43	1	0	1	58	0	0	3	0	0	0	0	22	0	0	0	190	1	0	2	0	0	0	0	134	0	0	8	33	0	0	0	0	0	0	0	496
16:00	17:00	45	0	0	0	65	0	0	4	0	0	0	0	27	1	0	0	192	0	0	3	0	0	0	0	153	0	0	4	29	0	0	0	0	0	0	0	523
16:15	17:15	47	0	0	1	61	1	0	5	0	0	0	0	29	1	0	0	204	0	0	3	0	0	0	0	160	2	0	5	25	0	0	0	0	0	0	0	544
16:30	17:30	50	0	0	1	60	2	0	4	0	0	0	0	31	1	0	0	181	0	0	2	0	0	0	0	168	2	0	4	30	0	0	0	0	0	0	0	536
16:45	17:45	62	0	0	1	61	2	0	3	0	0	0	0	28	1	0	0	183	0	0	1	0	0	0	0	158	2	0	4	32	0	0	0	0	0	0	0	538
17:00	18:00	59	0	0	1	56	2	0	2	0	0	0	0	21	0	0	0	186	0	0	0	0	0	0	0	147	2	0	6	29	0	0	0	0	0	0	0	511
17:15	18:15	57	0	0	0	59	1	0	1	0	0	0	0	20	0	0	0	170	0	0	1	0	0	0	0	148	0	0	5	31	0	0	0	1	0	0	0	494
17:30	18:30	49	0	0	0	54	0	0	2	0	0	0	0	15	0	0	0	167	1	0	3	0	0	0	0	146	0	0	9	29	0	0	0	1	0	0	0	476
17:45	18:45	40	0	0	0	58	0	0	1	0	0	0	0	12	0	0	0	145	1	0	4	0	0	0	0	150	2	0	8	27	0	0	0	1	0	0	0	449
18:00	19:00	31	0	0	0	44	0	0	1	0	0	0	0	7	0	0	0	97	1	0	4	0	0	0	0	111	2	0	6	23	0	0	0	1	0	0	0	328

P1	P2	P3	P4	P5	P6	P7	P8
6	6	5	5	3	10	0	0
5	7	5	7	10	10	0	0
1	14	8	9	11	9	0	0
2	15	8	10	10	5	0	0
2	15	8	5	9	1	0	0
3	14	8	5	1	1	0	0
3	7	6	3	2	3	0	0
2	5	5	3	3	5	0	0
3	5	6	4	3	7	0	0
2	5	6	5	3	7	0	0
2	10	6	6	3	8	0	0
2	9	7	5	3	11	0	0
3	8	10	10	5	10	0	0
3	12	10	11	5	11	0	0
3	7	14	13	4	10	0	0
3	7	13	15	3	9	0	0
1	6	8	9	1	7	0	0

C07 Weekday, Crescent Street and Parsons Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:00	6:15	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	9
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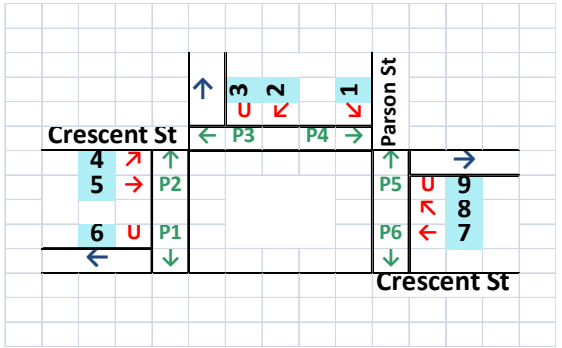
6:30	6:45	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3	0	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0	19
6:45	7:00	3	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	5	0	0	1	1	0	0	0	13	1	0	8	4	0	0	0	0	0	0	0	39
7:00	7:15	1	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	5	0	0	3	0	0	0	0	11	0	0	2	2	1	0	0	0	0	0	0	30
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	2	0	0	0	0	16	1	0	0	4	0	0	0	0	0	0	0	29
7:30	7:45	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	7	0	0	3	0	0	0	0	8	1	0	2	4	0	0	0	1	0	0	0	34
7:45	8:00	6	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	7	1	0	1	0	0	0	0	12	0	0	3	7	1	0	0	0	0	0	0	45
8:00	8:15	5	0	0	0	5	0	0	0	1	0	0	0	2	0	0	0	3	0	0	4	0	0	0	0	14	2	0	1	4	0	0	0	0	0	0	0	41
8:15	8:30	6	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	6	0	0	3	0	0	0	0	21	0	0	2	3	0	0	0	0	0	0	0	51
8:30	8:45	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	9	0	0	1	0	0	0	0	24	0	0	4	5	0	0	0	0	0	0	0	52
8:45	9:00	1	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	5	0	0	4	0	0	0	0	23	0	0	1	3	0	1	0	0	0	0	0	48
9:00	9:15	2	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	12	0	0	1	0	0	0	0	13	1	0	1	2	1	0	0	1	0	0	0	43
9:15	9:30	7	0	0	0	5	0	0	0	0	0	0	0	8	0	0	0	8	1	0	0	0	0	0	0	14	1	0	0	4	0	0	1	0	0	0	0	49
9:30	9:45	2	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	7	0	1	0	2	0	0	0	0	0	0	0	19
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		42	0	0	0	43	2	0	0	1	0	0	0	47	1	0	0	76	2	0	26	1	0	0	0	196	7	1	24	51	3	1	1	2	0	0	0	527

P1	P2	P3	P4	P5	P6	P7
0	0	0	1	0	0	0
0	0	1	0	1	0	0
0	0	1	1	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	2	0
1	0	0	1	1	1	0
0	0	3	1	0	0	0
3	0	1	2	0	0	0
0	0	2	1	0	1	0
0	0	3	1	0	1	0
0	0	1	1	0	0	0
0	0	1	1	0	0	0
0	0	0	1	0	0	0
0	0	0	2	0	0	0
0	0	0	1	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
4	0	13	13	2	5	0

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:00	7:00	6	0	0	0	6	1	0	0	0	0	0	0	5	1	0	0	9	0	0	4	1	0	0	0	33	1	0	8	11	0	0	0	0	0	0	0	86
6:15	7:15	6	0	0	0	9	2	0	0	0	0	0	0	5	1	0	0	12	0	0	7	1	0	0	0	41	1	0	10	11	1	0	0	0	0	0	0	107
6:30	7:30	5	0	0	0	7	1	0	0	0	0	0	0	6	1	0	0	14	0	0	9	1	0	0	0	47	2	0	10	13	1	0	0	0	0	0	0	117
6:45	7:45	7	0	0	0	8	1	0	0	0	0	0	0	8	0	0	0	19	0	0	9	1	0	0	0	48	3	0	12	14	1	0	0	1	0	0	0	132
7:00	8:00	10	0	0	0	9	1	0	0	0	0	0	0	11	0	0	0	21	1	0	9	0	0	0	0	47	2	0	7	17	2	0	0	1	0	0	0	138
7:15	8:15	14	0	0	0	11	0	0	0	1	0	0	0	12	0	0	0	19	1	0	10	0	0	0	0	50	4	0	6	19	1	0	0	1	0	0	0	149
7:30	8:30	20	0	0	0	14	0	0	0	1	0	0	0	15	0	0	0	23	1	0	11	0	0	0	0	55	3	0	8	18	1	0	0	1	0	0	0	171
7:45	8:45	20	0	0	0	14	0	0	0	1	0	0	0	16	0	0	0	25	1	0	9	0	0	0	0	71	2	0	10	19	1	0	0	0	0	0	0	189
8:00	9:00	15	0	0	0	17	0	0	0	1	0	0	0	16	0	0	0	23	0	0	12	0	0	0	0	82	2	0	8	15	0	1	0	0	0	0	0	192
8:15	9:15	12	0	0	0	15	0	0	0	0	0	0	0	20	0	0	0	32	0	0	9	0	0	0	0	81	1	0	8	13	1	1	0	1	0	0	0	194
8:30	9:30	13	0	0	0	17	0	0	0	0	0	0	0	21	0	0	0	34	1	0	6	0	0	0	0	74	2	0	6	14	1	1	1	1	0	0	0	192
8:45	9:45	12	0	0	0	17	0	0	0	0	0	0	0	19	0	0	0	28	1	0	5	0	0	0	0	57	2	1	2	11	1	1	1	1	0	0	0	159
9:00	10:00	11	0	0	0	11	0	0	0	0	0	0	0	15	0	0	0	23	1	0	1	0	0	0	0	34	2	1	1	8	1	0	1	1	0	0	0	111

P1	P2	P3	P4	P5	P6	P7	P8
0	0	2	2	1	0	0	0
0	0	2	1	1	2	0	0
1	0	1	2	1	3	0	0
1	0	3	2	1	3	0	0
4	0	4	4	1	3	0	0
4	0	6	5	1	2	0	0
3	0	9	5	0	2	0	0
3	0	7	5	0	2	0	0
0	0	7	4	0	2	0	0
0	0	5	4	0	1	0	0
0	0	2	5	0	0	0	0
0	0	1	4	0	0	0	0
0	0	0	3	0	0	0	0

C07 Weekday, Crescent Street and Parsons Street



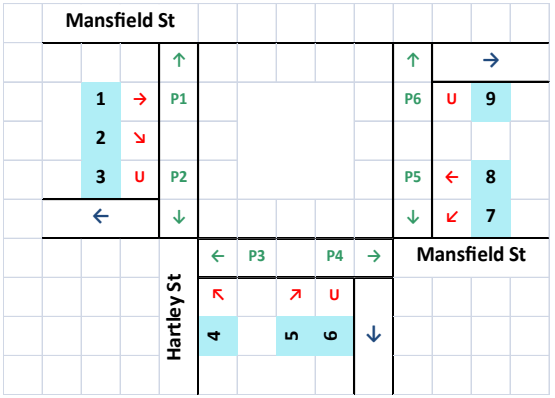
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
14:45	15:00	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	15	0	0	0	2	0	0	0	1	0	0	0	27
15:00	15:15	3	0	0	0	2	0	0	0	0	0	0	0	4	0	0	1	9	0	0	0	0	0	0	0	24	0	0	0	3	0	1	0	0	0	0	0	47
15:15	15:30	2	0	0	0	5	0	0	0	0	0	0	0	6	0	0	0	10	0	0	0	0	0	0	0	16	0	0	2	5	0	0	0	0	0	0	0	46
15:30	15:45	7	0	0	1	6	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	0	31	3	0	0	5	0	1	0	0	0	0	0	59
15:45	16:00	2	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	10	0	0	0	1	0	0	0	21	0	0	1	5	2	0	0	0	0	0	0	49
16:00	16:15	4	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	3	0	0	1	0	0	0	0	24	1	0	1	1	0	0	0	0	0	0	0	41
16:15	16:30	4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	1	0	0	0	22	0	0	4	2	0	0	0	0	0	0	0	46
16:30	16:45	2	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	20	1	0	3	1	0	0	0	0	0	0	0	35
16:45	17:00	3	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	33	1	0	5	2	0	1	0	0	0	0	0	51
17:00	17:15	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	22	1	0	3	1	1	1	0	0	0	0	0	39
17:15	17:30	2	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	2	0	0	1	0	0	0	0	28	0	0	3	2	0	0	0	0	0	0	0	44
17:30	17:45	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	21	0	0	4	1	0	0	0	0	0	0	0	39
17:45	18:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	19	0	0	2	2	0	0	0	0	0	0	0	34
18:00	18:15	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	26	0	0	2	1	0	0	0	0	0	0	0	41
18:15	18:30	4	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	2	0	0	1	0	0	0	0	20	0	0	2	4	0	0	0	0	0	0	0	38
18:30	18:45	1	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	22	1	0	3	1	0	0	1	0	0	0	0	40
18:45	19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	19	0	0	1	2	0	0	1	0	0	0	0	27
TOTAL		45	0	0	1	45	0	0	0	0	0	0	0	43	0	0	2	82	0	0	4	4	0	0	0	383	8	0	36	40	3	4	2	1	0	0	0	1230

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0
0	0	1	1	1	1	0	0
0	0	1	1	0	0	0	0
0	0	0	0	0	1	0	0
2	0	0	1	0	0	0	0
1	0	1	0	0	0	0	0
2	0	3	2	0	0	0	0
0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0
0	0	2	0	0	0	0	0
0	0	3	0	0	0	0	0
2	0	2	1	1	3	0	0
0	0	4	0	0	0	0	0
0	0	2	1	0	0	0	0
0	0	3	0	0	0	0	0
0	0	0	0	0	0	0	0
8	0	25	7	2	5	0	0

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
14:45	15:45	13	0	0	1	14	0	0	0	0	0	0	0	14	0	0	2	24	0	0	0	2	0	0	0	86	3	0	2	15	0	2	0	1	0	0	0	179
15:00	16:00	14	0	0	1	14	0	0	0	0	0	0	0	16	0	0	2	32	0	0	0	2	0	0	0	92	3	0	3	18	2	2	0	0	0	0	0	201
15:15	16:15	15	0	0	1	13	0	0	0	0	0	0	0	17	0	0	1	26	0	0	1	2	0	0	0	92	4	0	4	16	2	1	0	0	0	0	0	195
15:30	16:30	17	0	0	1	12	0	0	0	0	0	0	0	13	0	0	1	23	0	0	1	3	0	0	0	98	4	0	6	13	2	1	0	0	0	0	0	195
15:45	16:45	12	0	0	0	9	0	0	0	0	0	0	0	15	0	0	0	23	0	0	1	2	0	0	0	87	2	0	9	9	2	0	0	0	0	0	0	171
16:00	17:00	13	0	0	0	9	0	0	0	0	0	0	0	11	0	0	0	16	0	0	1	1	0	0	0	99	3	0	13	6	0	1	0	0	0	0	0	173
16:15	17:15	11	0	0	0	10	0	0	0	0	0	0	0	7	0	0	0	18	0	0	0	1	0	0	0	97	3	0	15	6	1	2	0	0	0	0	0	171
16:30	17:30	9	0	0	0	9	0	0	0	0	0	0	0	8	0	0	0	13	0	0	1	0	0	0	0	103	3	0	14	6	1	2	0	0	0	0	0	169
16:45	17:45	10	0	0	0	14	0	0	0	0	0	0	0	6	0	0	0	11	0	0	2	0	0	0	0	104	2	0	15	6	1	2	0	0	0	0	0	173
17:00	18:00	9	0	0	0	15	0	0	0	0	0	0	0	4	0	0	0	15	0	0	2	0	0	0	0	90	1	0	12	6	1	1	0	0	0	0	0	156
17:15	18:15	9	0	0	0	14	0	0	0	0	0	0	0	3	0	0	0	19	0	0	2	0	0	0	0	94	0	0	11	6	0	0	0	0	0	0	0	158
17:30	18:30	11	0	0	0	13	0	0	0	0	0	0	0	3	0	0	0	19	0	0	2	0	0	0	0	86	0	0	10	8	0	0	0	0	0	0	0	152
17:45	18:45	9	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	21	0	0	1	0	0	0	0	87	1	0	9	8	0	0	1	0	0	0	0	153
18:00	19:00	8	0	0	0	6	0	0	0	0	0	0	0	8	0	0	0	17	0	0	1	0	0	0	0	87	1	0	8	8	0	0	2	0	0	0	0	146

P1	P2	P3	P4	P5	P6	P7	P8
1	0	3	2	1	1	0	0
1	0	3	2	1	2	0	0
2	0	2	3	1	2	0	0
3	0	2	2	0	1	0	0
5	0	4	3	0	1	0	0
5	0	4	3	0	0	0	0
3	0	6	2	0	0	0	0
2	0	7	2	0	0	0	0
0	0	7	0	0	0	0	0
2	0	9	1	1	3	0	0
2	0	11	1	1	3	0	0
2	0	11	2	1	3	0	0
2	0	11	2	1	3	0	0
0	0	9	1	0	0	0	0

C14 Weekday Mansfield Street and Hartley Street



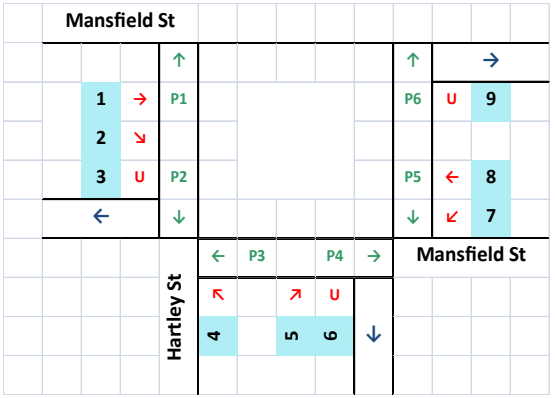
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
8:30	8:45	29	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	22	0	0	0	0	0	0	0	59
8:45	9:00	11	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	35
9:00	9:15	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	0	44
9:15	9:30	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	24
9:30	9:45	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	26
9:45	10:00	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	26	0	0	1	0	0	0	0	39
10:00	10:15	13	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	31
10:15	10:30	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	14	0	0	0	0	0	0	0	28
10:30	10:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL		111	2	0	1	2	0	0	0	1	0	0	0	14	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	143	2	0	1	0	0	0	0	289

P1	P2	P3	P4	P5	P6	P7	P8
0	0	2	7	2	0	0	0
1	1	4	1	0	0	0	0
2	0	0	3	0	0	0	0
0	0	0	0	0	0	0	0
0	0	2	3	0	0	0	0
0	0	1	1	0	0	0	0
0	2	1	0	0	0	0	0
0	0	0	1	0	0	0	0
0	0	1	0	0	0	0	0
3	3	11	16	2	0	0	0

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
8:30	9:30	70	1	0	1	2	0	0	0	1	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	76	2	0	0	0	0	0	0	162
8:45	9:45	48	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	70	2	0	0	0	0	0	0	129
9:00	10:00	44	1	0	1	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	75	2	0	1	0	0	0	0	133
9:15	10:15	37	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	66	0	0	1	0	0	0	0	120
9:30	10:30	38	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	67	0	0	1	0	0	0	0	124
9:45	10:45	34	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	51	0	0	1	0	0	0	0	101

P1	P2	P3	P4	P5	P6	P7	P8
3	1	6	11	2	0	0	0
3	1	6	7	0	0	0	0
2	0	3	7	0	0	0	0
0	2	4	4	0	0	0	0
0	2	4	5	0	0	0	0
0	2	3	2	0	0	0	0

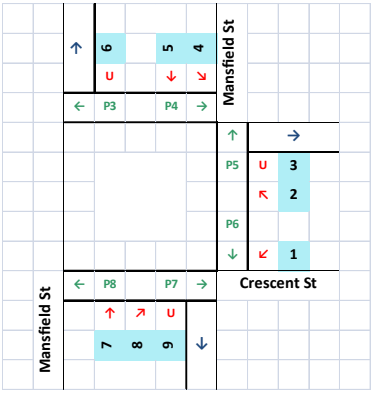
C14 Weekday Mansfield Street and Hartley Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
15:15	15:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	29	0	0	1	0	0	0	0	37	0	0	0	0	1	2	0	0
15:30	15:45	11	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	0	38	0	0	0	4	0	0	0	0
15:45	16:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	33	2	0	0	0	0	0	0	40	0	0	0	1	0	0	0	0
16:00	16:15	8	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	40	0	0	1	0	0	0	0	0
16:15	16:30	8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	20	0	0	0	0	0	0	0	30	0	0	0	2	0	0	0	0
16:30	16:45	11	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	2	0	0	0	0	51	0	0	0	0	0	0	0	0
16:45	17:00	9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	0	1	0	0	0	0	38	0	0	0	0	0	1	0	0
17:00	17:15	13	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	29	1	0	0	0	0	0	0	48	1	0	0	0	0	0	0	0
17:15	17:30	13	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	30	0	0	1	2	0	0	0	0
17:30	17:45	10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	32	0	0	0	1	0	2	0	0
17:45	18:00	8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	18	0	0	0	0	0	0	0	28	0	0	3	1	0	0	0	0
18:00	18:15	10	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	32	0	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0
18:15	18:30	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	36	0	1	1	1	0	0	0	0
18:30	18:45	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	21	0	0	0	2	0	0	0	0
18:45	19:00	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	25	1	0	0	0	0	0	0	0
19:00	19:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
TOTAL		133	2	0	1	3	0	0	0	4	0	0	0	15	0	0	0	9	1	0	0	0	0	0	0	5	0	0	0	370	7	0	4	0	0	0	0	843	2	1	6	14	1	5	0	0

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
15:15	16:15	27	1	0	1	0	0	0	0	0	0	0	0	5	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	112	3	0	1	0	0	0	0	155	0	0	1	5	1	2	0	0
15:30	16:30	29	1	0	1	0	0	0	0	1	0	0	0	5	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	103	3	0	0	0	0	0	0	148	0	0	1	7	0	0	0	0
15:45	16:45	29	0	0	1	0	0	0	0	1	0	0	0	6	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	117	2	0	2	0	0	0	0	161	0	0	1	3	0	0	0	0
16:00	17:00	36	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	109	1	0	3	0	0	0	0	159	0	0	1	2	0	1	0	0
16:15	17:15	41	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	109	2	0	3	0	0	0	0	167	1	0	0	2	0	1	0	0
16:30	17:30	46	0	0	0	2	0	0	0	1	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	102	2	0	3	0	0	0	0	167	1	0	1	2	0	1	0	0
16:45	17:45	45	1	0	0	3	0	0	0	1	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	87	2	0	1	0	0	0	0	148	1	0	1	3	0	3	0	0
17:00	18:00	44	1	0	0	3	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	80	1	0	0	0	0	0	0	138	1	0	4	4	0	2	0	0
17:15	18:15	41	1	0	0	3	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	83	0	0	0	0	0	0	0	134	0	0	4	4	0	2	0	0
17:30	18:30	36	1	0	0	1	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	94	0	0	0	0	0	0	0	140	0	1	4	3	0	2	0	0
17:45	18:45	34	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	86	0	0	0	0	0	0	0	129	0	1	4	4	0	0	0	0
18:00	19:00	31	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	87	0	0	0	0	0	0	0	126	1	1	1	3	0	0	0	0
18:15	19:15	24	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	66	2	0	0	0	0	0	0	98	1	1	1	3	0	0	0	0

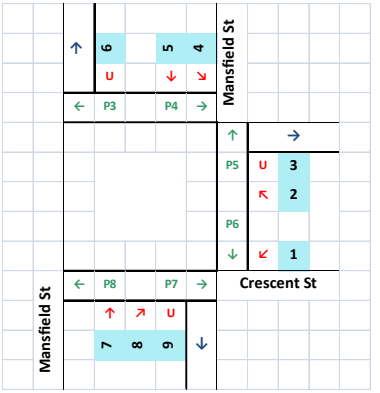
C15 Weekday Crescent Street and Mansfield Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
9:00	9:15	2	0	0	1	5	0	0	0	0	0	0	0	5	0	0	0	6	1	0	0	0	0	0	0	5	1	0	0	3	1	0	0	0	0	0	0	30	0	0	2	1	0	0	1	1
9:15	9:30	6	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	9	1	0	0	0	0	0	0	6	0	0	0	7	0	0	0	0	0	0	0	38	0	0	1	0	0	0	4	3
9:30	9:45	8	0	0	0	7	0	1	0	0	0	0	0	4	0	1	0	10	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	37	0	0	0	0	0	0	3	4
9:45	10:00	11	0	0	0	3	0	0	1	0	0	0	0	6	0	0	0	12	0	0	1	0	0	0	0	3	0	0	0	5	0	0	0	0	0	0	0	42	0	0	1	0	0	0	2	2
10:00	10:15	3	1	0	0	5	0	0	1	0	0	0	0	8	0	0	0	11	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0	39	0	0	0	1	0	0	1	3
10:15	10:30	3	0	0	0	4	1	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	21	0	0	1	0	0	0	0	0
TOTAL		33	1	0	1	28	1	1	2	0	0	0	0	30	0	1	0	52	2	0	1	0	0	0	0	28	1	0	0	23	1	0	0	1	0	0	0	207	0	0	5	2	0	0	11	13

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
9:00	10:00	27	0	0	1	19	0	1	1	0	0	0	0	20	0	1	0	37	2	0	1	0	0	0	0	18	1	0	0	17	1	0	0	0	0	0	0	147	0	0	4	1	0	0	10	10
9:15	10:15	28	1	0	0	19	0	1	2	0	0	0	0	23	0	1	0	42	1	0	1	0	0	0	0	19	0	0	0	18	0	0	0	0	0	0	0	156	0	0	2	1	0	0	10	12
9:30	10:30	25	1	0	0	19	1	1	2	0	0	0	0	20	0	1	0	37	0	0	1	0	0	0	0	17	0	0	0	13	0	0	0	1	0	0	0	139	0	0	2	1	0	0	6	9

C15 Weekday Crescent Street and Mansfield Street



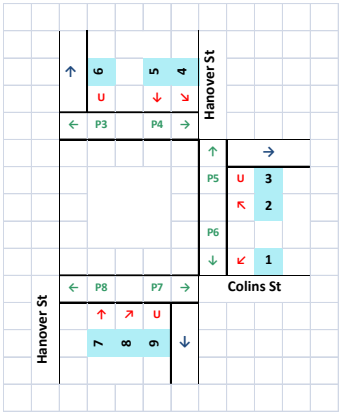
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
14:30	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	15:00	6	0	0	0	15	0	0	0	0	0	0	0	1	0	0	0	15	0	0	0	0	0	0	0	11	0	0	0	7	0	0	0	0	0	0	0	55
15:00	15:15	10	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	23	0	0	2	0	0	0	0	14	1	0	0	4	0	0	0	0	0	0	0	63
15:15	15:30	10	0	0	1	5	0	0	1	0	0	0	0	7	0	0	0	10	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	0	0	0	0	45
15:30	15:45	10	2	0	0	3	0	0	0	0	0	0	0	2	0	0	1	18	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	0	0	0	0	48
15:45	16:00	9	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	9	1	0	1	0	0	0	0	7	0	0	0	5	0	0	0	0	0	0	0	42
16:00	16:15	14	0	0	0	9	0	0	1	0	0	0	0	3	0	0	0	12	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	0	0	0	0	51
16:15	16:30	15	0	0	0	8	0	0	3	0	0	0	0	4	0	0	0	12	0	0	0	0	0	0	0	8	0	0	0	6	0	0	0	0	0	0	0	56
16:30	16:45	12	0	0	2	6	0	0	1	0	0	0	0	0	0	0	0	9	0	0	1	0	0	0	0	11	0	0	0	1	0	0	0	0	0	0	0	43
16:45	17:00	19	0	0	1	5	0	0	5	0	0	0	0	2	0	0	0	9	0	0	0	0	0	0	0	12	1	0	0	2	0	0	0	0	0	0	0	56
17:00	17:15	13	0	0	2	6	0	0	0	0	0	0	0	3	0	0	0	12	1	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0	46
17:15	17:30	16	1	0	1	9	0	0	2	0	0	0	0	4	0	0	1	15	0	0	0	0	0	0	0	14	0	0	0	1	0	0	0	0	0	0	0	64
17:30	17:45	13	0	0	1	5	0	0	2	0	0	0	0	1	0	0	0	14	0	0	0	0	0	0	0	9	0	0	0	2	0	0	0	0	0	0	0	47
17:45	18:00	15	0	0	0	2	0	0	5	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	7	0	0	2	0	0	0	0	0	0	0	0	37
18:00	18:15	14	0	0	0	6	0	0	1	0	0	0	0	3	0	0	0	10	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	40
18:15	18:30	16	0	0	1	6	0	0	1	0	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	13	0	0	1	2	0	0	1	0	0	0	0	50
18:30	18:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		194	3	0	9	93	0	0	22	0	0	0	0	48	0	0	2	177	2	0	4	0	0	0	0	143	2	0	3	44	0	0	1	0	0	0	0	954

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	2	0	0	0	1	2
0	0	1	0	1	0	0	0
0	0	0	1	0	2	0	1
0	0	1	0	0	0	0	0
0	0	0	2	0	0	0	0
0	0	1	1	0	0	1	6
0	0	0	0	1	0	1	0
0	0	0	3	0	0	1	4
0	0	2	0	0	0	0	2
0	0	2	0	0	0	0	1
0	0	3	1	0	1	0	1
0	0	0	0	2	0	0	4
0	0	1	0	0	0	0	2
0	0	2	1	1	0	0	2
0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0
0	0	0	1	0	0	0	0
0	0	15	11	5	3	4	25

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
14:30	15:30	26	0	0	1	25	0	0	1	0	0	0	0	12	0	0	0	48	0	0	2	0	0	0	0	31	1	0	0	16	0	0	0	0	0	0	0	163
14:45	15:45	36	2	0	1	28	0	0	1	0	0	0	0	14	0	0	1	66	0	0	2	0	0	0	0	40	1	0	0	19	0	0	0	0	0	0	0	211
15:00	16:00	39	2	0	1	16	0	0	1	0	0	0	0	20	0	0	1	60	1	0	3	0	0	0	0	36	1	0	0	17	0	0	0	0	0	0	0	198
15:15	16:15	43	2	0	1	20	0	0	2	0	0	0	0	19	0	0	1	49	1	0	1	0	0	0	0	31	0	0	0	16	0	0	0	0	0	0	0	186
15:30	16:30	48	2	0	0	23	0	0	4	0	0	0	0	16	0	0	1	51	1	0	1	0	0	0	0	33	0	0	0	17	0	0	0	0	0	0	0	197
15:45	16:45	50	0	0	2	26	0	0	5	0	0	0	0	14	0	0	0	42	1	0	2	0	0	0	0	35	0	0	0	15	0	0	0	0	0	0	0	192
16:00	17:00	60	0	0	3	28	0	0	10	0	0	0	0	9	0	0	0	42	0	0	1	0	0	0	0	40	1	0	0	12	0	0	0	0	0	0	0	206
16:15	17:15	59	0	0	5	25	0	0	9	0	0	0	0	9	0	0	0	42	1	0	1	0	0	0	0	38	1	0	0	11	0	0	0	0	0	0	0	201
16:30	17:30	60	1	0	6	26	0	0	8	0	0	0	0	9	0	0	1	45	1	0	1	0	0	0	0	44	1	0	0	6	0	0	0	0	0	0	0	209
16:45	17:45	61	1	0	5	25	0	0	9	0	0	0	0	10	0	0	1	50	1	0	0	0	0	0	0	42	1	0	0	7	0	0	0	0	0	0	0	213
17:00	18:00	57	1	0	4	22	0	0	9	0	0	0	0	11	0	0	1	44	1	0	0	0	0	0	0	37	0	0	2	5	0	0	0	0	0	0	0	194
17:15	18:15	58	1	0	2	22	0	0	10	0	0	0	0	11	0	0	1	42	0	0	0	0	0	0	0	35	0	0	2	4	0	0	0	0	0	0	0	188
17:30	18:30	58	0	0	2	19	0	0	9	0	0	0	0	11	0	0	0	32	0	0	0	0	0	0	0	34	0	0	3	5	0	0	1	0	0	0	0	174
17:45	18:45	47	0	0	1	14	0	0	7	0	0	0	0	10	0	0	0	19	0	0	0	0	0	0	0	26	0	0	3	3	0	0	1	0	0	0	0	131
18:00	19:00	32	0	0	1	12	0	0	2	0	0	0	0	7	0	0	0	16	0	0	0	0	0	0	0	19	0	0	1	3	0	0	1	0	0	0	0	94

P1	P2	P3	P4	P5	P6	P7	P8
0	0	3	1	1	2	1	3
0	0	4	1	1	2	1	3
0	0	2	3	1	2	0	1
0	0	2	4	0	2	1	7
0	0	2	3	1	0	2	6
0	0	1	6	1	0	3	10
0	0	3	4	1	0	3	12
0	0	4	3	1	0	2	7
0	0	7	4	0	1	1	8
0	0	7	1	2	1	0	8
0	0	6	1	2	1	0	8
0	0	6	2	3	1	0	9
0	0	3	1	3	0	0	8
0	0	3	2	1	0	0	4
0	0	17	13	6	3	4	27

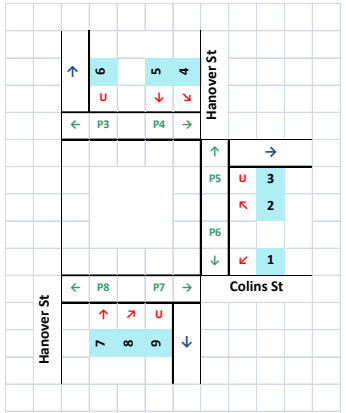
C16 Weekday Hanover Street and Collins Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2
7:45	8:00	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	1	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:15	8:30	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	5	0	0	0	0	0	0	0	3	0	0	1	1	0	0	0	0	0	0	0	15	0	0	0	1	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	1
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	1	2	0	0	1
9:00	9:15	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	11	0	0	0	0	1	0	1
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	1	0	0	0	1
10:00	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		4	0	0	0	4	0	0	10	0	0	0	0	7	1	0	4	26	1	0	5	0	0	0	0	10	1	0	3	4	0	0	0	0	0	0	0	80	0	0	4	3	4	0	1	8

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										
6:00	7:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
6:15	7:15	0	0	0	0	0	0	0	9	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	1	0
6:30	7:30	0	0	0	0	0	0	0	9	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	1	0
6:45	7:45	0	0	0	0	1	0	0	9	0	0	0	0	2	1	0	0	3	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	2	1
7:00	8:00	1	0	0	0	1	0	0	2	0	0	0	0	3	1	0	0	5	1	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	1	0	0	3
7:15	8:15	1	0	0	0	1	0	0	1	0	0	0	0	2	1	0	0	5	1	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	1	0	0	2
7:30	8:30	2	0	0	0	2	0	0	1	0	0	0	0	2	1	0	2	10	1	0	1	0	0	0	0	6	0	0	1	1	0	0	0	0	0	0	0	30	0	0	0	1	1	0	0	2
7:45	8:45	2	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	10	0	0	1	0	0	0	0	6	0	0	1	1	0	0	0	0	0	0	0	27	0	0	1	1	1	0	0	1
8:00	9:00	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	4	7	0	0	2	0	0	0	0	5	1	0	1	1	0	0	0	0	0	0	0	25	0	0	2	3	0	0	1	3
8:15	9:15	3	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4	11	0	0	3	0	0	0	0	5	1	0	2	1	0	0	0	0	0	0	0	34	0	0	2	3	1	0	1	4
8:30	9:30	2	0	0	0	1	0	0	0	0	0	0	0	2	0	0	2	8	0	0	4	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	23	0	0	2	2	3	0	1	4
8:45	9:45	2	0	0	0	1	0	0	0	0	0	0	0	3	0	0	2	8	0	0	4	0	0	0	0	2	1	0	2	1	0	0	0	0	0	0	0	26	0	0	1	2	3	0	1	3
9:00	10:00	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	11	0	0	2	0	0	0	0	2	0	0	2	3	0	0	0	0	0	0	0	26	0	0	1	0	3	0	0	2
9:15	10:15	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	7	0	0	1	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	16	0	0	2	0	2	0	0	1
9:30	10:30	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	12	0	0	2	0	0	0	0	1

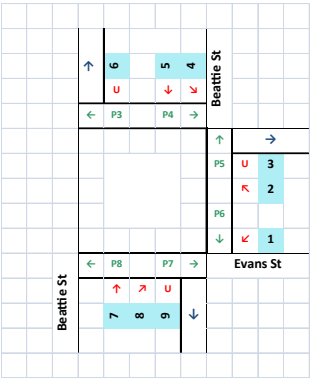
C16 Weekday Hanover Street and Collins Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										
14:00	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	2	1	0	0	0	0
14:30	14:45	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0
14:45	15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	1	2
15:00	15:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0	0	2	0
15:15	15:30	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	1	0	0
15:30	15:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2
15:45	16:00	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0
16:30	16:45	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	1	0
16:45	17:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	1	0
17:15	17:30	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	0	1
17:30	17:45	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0
17:45	18:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	1
18:00	18:15	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	1	0
18:30	18:45	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	2	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		9	0	0	0	6	0	0	1	0	0	0	0	20	1	0	3	26	1	0	2	0	0	0	0	11	0	0	2	9	0	0	0	0	0	0	0	164	0	0	5	8	3	3	9	6

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										
14:00	15:00	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	5	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	14	0	0	2	1	1	2	1	2
14:15	15:15	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	5	1	0	1	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	20	0	0	2	1	1	2	3	2
14:30	15:30	3	0	0	0	1	0	0	1	0	0	0	0	2	1	0	0	3	1	0	1	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	19	0	0	0	1	1	3	3	2
14:45	15:45	3	0	0	0	1	0	0	1	0	0	0	0	1	1	0	0	5	1	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	18	0	0	0	1	0	3	3	4
15:00	16:00	4	0	0	0	2	0	0	0	0	0	0	0	3	1	0	0	4	1	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	0	0	0	23	0	0	0	1	0	1	2	2
15:15	16:15	4	0	0	0	1	0	0	0	0	0	0	0	4	1	0	0	5	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	21	0	0	0	1	0	1	0	2
15:30	16:30	2	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	6	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	21	0	0	0	0	0	0	1	2
15:45	16:45	1	0	0	0	2	0	0	0	0	0	0	0	7	0	0	2	5	0	0	1	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	23	0	0	0	0	1	0	2	0
16:00	17:00	1	0	0	0	1	0	0	0	0	0	0	0	6	0	0	2	4	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	17	0	0	1	0	1	0	2	0
16:15	17:15	1	0	0	0	1	0	0	0	0	0	0	0	7	0	0	2	6	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	20	0	0	1	0	1	0	3	0
16:30	17:30	2	0	0	0	3	0	0	0	0	0	0	0	4	0	0	2	7	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	22	0	0	1	0	2	0	2	1
16:45	17:45	3	0	0	0	2	0	0	0	0	0	0	0	4	0	0	1	8	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	21	0	0	1	2	1	0	1	1
17:00	18:00	2	0	0	0	3	0	0	0	0	0	0	0	4	0	0	1	9	0	0	0	0	0	0	0	3	0	0	2	1	0	0	0	0	0	0	0	25	0	0	0	2	1	0	1	2
17:15	18:15	3	0	0	0	3	0	0	0	0	0	0	0	4	0	0	1	6	0	0	0	0	0	0	0	3	0	0	1	1	0	0	0	0	0	0	0	22	0	0	0	3	1	0	0	2
17:30	18:30	2	0	0	0	1	0	0	0	0	0	0	0	5	0	0	1	5	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	18	0	0	2	5	0	0	1	1
17:45	18:45	2	0	0	0	1	0	0	0	0	0	0	0	7	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	19	0	0	2	4	0	0	3	1
18:00	19:00	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	13	0	0	2	4	0	0	3	0

C05 Weekday Evans Street and Beattie Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										
6:00	6:15	4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	1	6	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	2	0	0
6:15	6:30	4	0	0	0	6	0	0	1	0	0	0	0	3	0	0	1	9	0	0	0	0	0	0	0	13	1	0	1	7	0	0	0	0	0	0	0	46	0	0	0	0	0	0	0	0
6:30	6:45	2	0	0	0	6	0	0	0	0	0	0	0	7	0	0	1	9	1	0	0	0	0	0	0	36	0	0	0	4	0	0	1	0	0	0	0	67	0	0	0	0	3	1	0	0
6:45	7:00	1	0	0	0	5	0	0	8	0	0	0	0	8	0	0	0	16	0	0	0	0	0	0	0	33	1	0	0	5	0	0	2	0	0	0	0	79	0	0	0	0	1	1	0	0
7:00	7:15	1	0	0	0	10	0	0	0	0	0	0	0	12	1	0	2	12	1	0	0	0	0	0	0	28	0	0	0	8	0	0	0	0	0	0	0	75	0	0	0	0	2	2	2	0
7:15	7:30	2	0	0	0	11	0	0	1	0	0	0	0	14	1	0	2	18	0	0	0	0	0	0	0	32	4	0	1	3	0	0	0	0	0	0	0	89	0	0	0	1	6	1	0	1
7:30	7:45	4	0	0	0	22	0	0	0	0	0	0	0	26	0	0	3	15	0	0	0	0	0	0	0	35	1	0	0	14	0	0	0	0	0	0	0	120	0	0	2	2	4	5	2	0
7:45	8:00	7	0	0	0	18	1	0	2	0	0	0	0	26	0	0	1	26	0	0	0	0	0	0	0	48	2	0	2	9	0	0	0	0	0	0	0	142	0	0	2	1	3	10	0	2
8:00	8:15	6	0	0	0	26	0	0	1	0	0	0	0	28	0	0	2	20	3	0	1	0	0	0	0	45	4	0	2	16	0	0	3	0	0	0	0	157	0	0	0	0	5	5	2	3
8:15	8:30	7	1	0	0	24	1	0	3	0	0	0	0	36	0	0	2	16	1	0	0	0	0	0	0	54	4	0	0	28	1	0	0	0	0	0	0	178	0	0	1	1	4	8	0	0
8:30	8:45	10	0	0	0	29	0	0	2	0	0	0	0	42	1	0	2	33	2	0	0	0	0	0	0	40	0	0	0	23	0	0	0	0	0	0	0	184	0	0	0	2	3	9	0	0
8:45	9:00	6	0	0	0	27	0	0	1	0	0	0	0	33	1	0	1	27	0	0	0	0	0	0	0	39	0	0	1	28	1	0	1	0	0	0	0	166	0	0	3	3	3	9	2	3
9:00	9:15	5	0	0	0	26	0	0	0	0	0	0	0	38	2	0	1	18	0	0	0	0	0	0	0	38	0	0	0	27	0	0	0	0	0	0	0	155	0	0	3	0	3	1	3	1
9:15	9:30	10	0	0	0	20	0	0	1	0	0	0	0	22	0	0	1	25	0	0	0	0	0	0	0	51	0	0	1	12	0	0	0	0	0	0	0	143	0	0	1	1	3	1	0	3
9:30	9:45	2	0	0	0	21	0	0	1	0	0	0	0	18	0	0	0	18	0	0	0	0	0	0	0	43	2	0	1	12	0	0	0	0	0	0	0	118	0	0	0	3	1	0	2	2
9:45	10:00	1	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
TOTAL		72	1	0	0	260	2	0	21	0	0	0	0	316	6	0	20	268	8	0	1	0	0	0	0	547	19	0	9	196	2	0	7	0	0	0	0	1755	0	0	12	14	41	55	13	15

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										
6:00	7:00	11	0	0	0	21	0	0	9	0	0	0	0	20	0	0	3	40	1	0	0	0	0	0	0	92	2	0	1	16	0	0	3	0	0	0	0	219	0	0	0	0	4	4	0	0
6:15	7:15	8	0	0	0	27	0	0	9	0	0	0	0	30	1	0	4	46	2	0	0	0	0	0	0	110	2	0	1	24	0	0	3	0	0	0	0	267	0	0	0	0	6	4	2	0
6:30	7:30	6	0	0	0	32	0	0	9	0	0	0	0	41	2	0	5	55	2	0	0	0	0	0	0	129	5	0	1	20	0	0	3	0	0	0	0	310	0	0	0	1	12	5	2	1
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7:15	8:15	19	0	0	0	77	1	0	4	0	0	0	0	94	1	0	8	79	3	0	1	0	0	0	0	160	11	0	5	42	0	0	3	0	0	0	0	508	0	0	4	4	18	21	4	6
7:30	8:30	24	1	0	0	90	2	0	6	0	0	0	0	116	0	0	8	77	4	0	1	0	0	0	0	182	11	0	4	67	1	0	3	0	0	0	0	597	0	0	5	4	16	28	4	5
7:45	8:45	30	1	0	0	97	2	0	8	0	0	0	0	132	1	0	7	95	6	0	1	0	0	0	0	187	10	0	4	76	1	0	3	0	0	0	0	661	0	0	3	4	15	32	2	5
8:00	9:00	29	1	0	0	106	1	0	7	0	0	0	0	139	2	0	7	96	6	0	1	0	0	0	0	178	8	0	3	95	2	0	4	0	0	0	0	685	0	0	4	6	15	31	4	6
8:15	9:15	28	1	0	0	106	1	0	6	0	0	0	0	149	4	0	6	94	3	0	0	0	0	0	0	171	4	0	1	106	2	0	1	0	0	0	0	683	0	0	7	6	13	27	5	4
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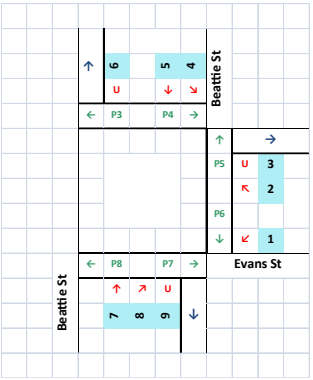
8:45	9:45	23	0	0	0	94	0	0	3	0	0	0	0	111	3	0	3	88	0	0	0	0	0	0	0	171	2	0	3	79	1	0	1	0	0	0	0	582	0	0	7	7	10	11	7	9
9:00	10:00	18	0	0	0	72	0	0	2	0	0	0	0	79	2	0	2	61	0	0	0	0	0	0	0	134	2	0	2	51	0	0	0	0	0	0	0	425	0	0	4	4	7	2	5	6

C05 Weekday Evans Street and Beattie Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
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15:15	15:30	2	0	0	0	18	0	0	1	0	0	0	0	24	0	0	0	26	0	0	0	0	0	0	0	35	0	0	0	13	0	0	0	0	0	0	0	119	0	0	4	0	1	1	0	0
15:30	15:45	4	0	0	0	23	0	0	0	0	0	0	0	24	0	0	0	30	1	0	0	0	0	0	0	29	0	0	0	16	0	0	0	0	0	0	0	127	0	0	0	1	1	2	0	0
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16:00	16:15	5	0	0	0	20	0	0	0	0	0	0	0	20	0	0	1	21	1	0	1	0	0	0	0	40	0	0	2	11	0	0	0	0	0	0	0	122	0	0	2	3	5	1	1	0
16:15	16:30	1	0	0	0	17	0	0	2	0	0	0	0	18	0	0	0	25	0	0	0	0	0	0	0	29	1	0	0	15	0	0	0	0	0	0	0	108	0	0	0	0	0	2	0	0
16:30	16:45	7	0	0	0	26	0	0	2	0	0	0	0	18	0	0	2	41	1	0	0	0	0	0	0	44	0	0	0	17	0	0	0	0	0	0	0	158	0	0	1	0	0	2	2	0
16:45	17:00	7	0	0	0	27	0	0	0	0	0	0	0	28	0	0	1	33	0	0	0	0	0	0	0	30	0	0	0	16	0	0	0	0	0	0	0	142	0	0	0	2	9	0	1	3
17:00	17:15	4	0	0	0	28	1	0	2	0	0	0	0	25	0	0	0	27	0	0	0	0	0	0	0	31	0	0	1	16	0	0	0	0	0	0	0	135	0	0	0	2	3	1	2	2
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18:15	18:30	6	0	0	0	21	0	0	5	0	0	0	0	16	0	0	2	20	0	0	0	0	0	0	0	27	1	0	0	16	0	0	0	0	0	0	0	114	0	0	1	0	1	3	3	4
18:30	18:45	2	0	0	0	8	0	0	0	0	0	0	0	4	0	0	1	7	1	0	0	0	0	0	0	21	0	0	1	3	0	0	0	0	0	0	0	48	0	0	0	0	0	1	1	0
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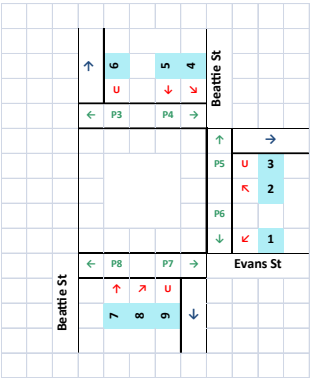
TOTAL		58	0	0	0	308	2	0	20	0	0	0	0	305	3	0	9	388	4	0	5	0	0	0	0	487	5	0	10	199	1	0	0	0	0	0	0	1804	0	0	9	17	43	31	15	16

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
15:00	16:00	9	0	0	0	66	0	0	3	0	0	0	0	86	1	0	0	111	1	0	0	0	0	0	0	107	1	0	1	62	0	0	0	0	0	0	0	448	0	0	5	7	8	8	0	0
15:15	16:15	13	0	0	0	77	0	0	3	0	0	0	0	92	0	0	1	109	2	0	1	0	0	0	0	129	1	0	2	60	0	0	0	0	0	0	0	490	0	0	7	9	11	8	1	0
15:30	16:30	12	0	0	0	76	0	0	4	0	0	0	0	86	0	0	1	108	2	0	1	0	0	0	0	123	2	0	2	62	0	0	0	0	0	0	0	479	0	0	3	9	10	9	1	0
15:45	16:45	15	0	0	0	79	0	0	6	0	0	0	0	80	0	0	3	119	2	0	1	0	0	0	0	138	2	0	2	63	0	0	0	0	0	0	0	510	0	0	4	8	9	9	3	0
16:00	17:00	20	0	0	0	90	0	0	4	0	0	0	0	84	0	0	4	120	2	0	1	0	0	0	0	143	1	0	2	59	0	0	0	0	0	0	0	530	0	0	3	5	14	5	4	3
16:15	17:15	19	0	0	0	98	1	0	6	0	0	0	0	89	0	0	3	126	1	0	0	0	0	0	0	134	1	0	1	64	0	0	0	0	0	0	0	543	0	0	1	4	12	5	5	5
16:30	17:30	23	0	0	0	102	1	0	6	0	0	0	0	86	0	0	3	127	1	0	0	0	0	0	0	143	0	0	1	57	0	0	0	0	0	0	0	550	0	0	1	5	20	8	6	8
16:45	17:45	22	0	0	0	95	1	0	6	0	0	0	0	93	0	0	2	103	0	0	2	0	0	0	0	145	0	0	2	52	1	0	0	0	0	0	0	524	0	0	0	7	22	12	6	11
17:00	18:00	18	0	0	0	98	2	0	8	0	0	0	0	92	1	0	1	99	0	0	4	0	0	0	0	148	2	0	3	50	1	0	0	0	0	0	0	527	0	0	0	5	19	13	6	9
17:15	18:15	17	0	0	0	95	1	0	6	0	0	0	0	90	2	0	2	103	0	0	4	0	0	0	0	158	2	0	5	43	1	0	0	0	0	0	0	529	0	0	0	3	17	13	5	7
17:30	18:30	18	0	0	0	95	1	0	9	0	0	0	0	91	2	0	4	97	0	0	4	0	0	0	0	147	3	0	5	51	1	0	0	0	0	0	0	528	0	0	1	2	10	11	7	8
17:45	18:45	14	0	0	0	84	1	0	7	0	0	0	0	70	2	0	4	87	1	0	2	0	0	0	0	122	3	0	5	42	0	0	0	0	0	0	0	444	0	0	1	0	8	6	6	5
18:00	19:00	11	0	0	0	54	0	0	5	0	0	0	0	43	1	0	4	58	1	0	0	0	0	0	0	89	1	0	4	28	0	0	0	0	0	0	0	299	0	0	1	0	2	5	5	4

C05 Weekend Evans Street and Beattie Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
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7:00	7:15	0	0	0	0	6	0	0	0	0	0	0	0	10	0	0	0	11	0	0	1	0	0	0	0	10	0	0	0	4	0	0	0	0	0	0	0	42
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7:45	8:00	0	0	0	0	7	0	0	0	0	0	0	0	21	1	0	0	13	0	0	0	0	0	0	0	21	1	0	0	4	0	0	0	0	0	0	0	68
8:00	8:15	0	0	0	0	10	1	0	0	0	0	0	0	12	0	0	0	22	0	0	0	0	0	0	0	22	1	0	1	5	0	0	0	0	0	0	0	74
8:15	8:30	0	0	0	0	11	0	0	0	0	0	0	0	19	0	0	0	19	0	0	1	0	0	0	0	25	0	0	1	5	1	0	0	0	0	0	0	82
8:30	8:45	0	0	0	0	8	0	0	0	0	0	0	0	17	0	0	0	18	1	0	0	0	0	0	0	32	0	0	1	6	0	0	0	0	0	0	0	83
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9:15	9:30	0	0	0	0	19	1	0	0	0	0	0	0	22	0	0	0	29	1	0	2	0	0	0	0	36	0	0	0	11	0	0	0	0	0	0	0	121
9:30	9:45	0	0	0	0	17	0	0	0	0	0	0	0	24	0	0	0	38	1	0	0	0	0	0	0	43	1	0	0	31	0	0	0	0	0	0	0	155
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10:15	10:30	0	0	0	0	20	0	0	0	0	0	0	0	41	0	0	0	24	1	0	0	0	0	0	0	53	0	0	4	43	0	0	0	0	0	0	0	186
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11:30	11:45	0	0	0	0	29	1	0	0	0	0	0	0	32	0	0	0	22	0	0	0	0	0	0	0	43	1	0	1	29	0	0	0	0	0	0	0	158
11:45	12:00	0	0	0	0	24	0	0	2	0	0	0	0	26	0	0	0	26	0	0	1	0	0	0	0	47	0	0	3	15	0	0	0	0	0	0	0	144
TOTAL		0	1	0	0	367	8	0	2	0	0	0	0	469	3	0	4	477	7	0	15	0	0	0	0	754	7	0	25	421	3	0	2	0	0	0	0	2565

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	3	0	1	1
0	0	0	0	0	0	4	0
0	0	0	0	2	0	0	0
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0	0	0	1	3	3	0	0
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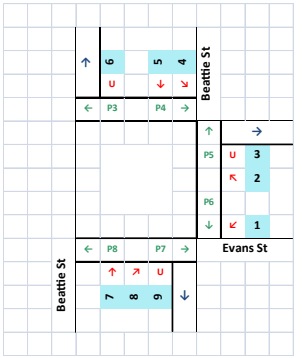
0	0	1	0	5	5	1	0
0	0	2	0	5	2	0	0
0	0	1	1	2	5	1	0
0	0	0	0	3	2	4	0
0	0	0	0	5	12	0	1
0	0	1	1	4	1	0	1
0	0	0	0	4	8	0	0
0	0	3	0	7	1	0	0
0	0	0	2	2	2	0	0
0	0	0	5	10	5	0	0
0	0	2	1	5	2	2	0
0	0	0	1	3	0	0	0
0	0	0	0	5	2	0	0
0	0	0	1	3	5	0	0
0	0	14	13	79	69	13	3

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:00	7:00	0	0	0	0	12	0	0	0	0	0	0	0	13	0	0	1	22	0	0	1	0	0	0	0	30	1	0	1	7	1	0	1	0	0	0	0	90
6:15	7:15	0	0	0	0	16	0	0	0	0	0	0	0	21	0	0	0	30	0	0	2	0	0	0	0	33	1	0	0	10	1	0	1	0	0	0	0	115
6:30	7:30	0	0	0	0	15	0	0	0	0	0	0	0	30	0	0	1	36	0	0	2	0	0	0	0	50	1	0	1	13	1	0	1	0	0	0	0	151
6:45	7:45	0	0	0	0	19	0	0	0	0	0	0	0	42	0	0	2	37	0	0	3	0	0	0	0	58	1	0	1	18	1	0	0	0	0	0	0	182
7:00	8:00	0	0	0	0	22	0	0	0	0	0	0	0	56	1	0	2	42	0	0	2	0	0	0	0	70	1	0	1	20	0	0	0	0	0	0	0	217
7:15	8:15	0	0	0	0	26	1	0	0	0	0	0	0	58	1	0	2	53	0	0	1	0	0	0	0	82	2	0	2	21	0	0	0	0	0	0	0	249
7:30	8:30	0	0	0	0	35	1	0	0	0	0	0	0	65	1	0	1	62	0	0	2	0	0	0	0	88	2	0	2	21	1	0	0	0	0	0	0	281
7:45	8:45	0	0	0	0	36	1	0	0	0	0	0	0	69	1	0	0	72	1	0	1	0	0	0	0	100	2	0	3	20	1	0	0	0	0	0	0	307
8:00	9:00	0	0	0	0	45	2	0	0	0	0	0	0	60	1	0	0	89	1	0	1	0	0	0	0	110	1	0	5	30	2	0	0	0	0	0	0	347
8:15	9:15	0	0	0	0	48	2	0	0	0	0	0	0	62	1	0	0	91	1	0	1	0	0	0	0	119	0	0	5	37	2	0	0	0	0	0	0	369
8:30	9:30	0	0	0	0	56	3	0	0	0	0	0	0	65	1	0	0	101	2	0	2	0	0	0	0	130	0	0	4	43	1	0	0	0	0	0	0	408
8:45	9:45	0	0	0	0	65	3	0	0	0	0	0	0	72	1	0	0	121	2	0	2	0	0	0	0	141	1	0	3	68	1	0	0	0	0	0	0	480
9:00	10:00	0	0	0	0	64	2	0	0	0	0	0	0	88	0	0	0	120	2	0	6	0	0	0	0	164	2	0	1	96	0	0	0	0	0	0	0	545
9:15	10:15	0	0	0	0	78	1	0	0	0	0	0	0	107	0	0	0	119	3	0	6	0	0	0	0	179	2	0	1	118	0	0	0	0	0	0	0	614
9:30	10:30	0	0	0	0	79	0	0	0	0	0	0	0	126	0	0	0	114	3	0	4	0	0	0	0	196	2	0	5	150	0	0	0	0	0	0	0	679
9:45	10:45	0	1	0	0	101	1	0	0	0	0	0	0	137	0	0	0	110	4	0	6	0	0	0	0	197	1	0	7	149	0	0	0	0	0	0	0	714
10:00	11:00	0	1	0	0	124	1	0	0	0	0	0	0	144	1	0	1	105	4	0	3	0	0	0	0	188	0	0	12	139	0	0	0	0	0	0	0	723
10:15	11:15	0	1	0	0	122	1	0	0	0	0	0	0	138	1	0	1	118	3	0	3	0	0	0	0	187	1	0	12	148	0	0	0	0	0	0	0	736
10:30	11:30	0	1	0	0	124	3	0	0	0	0	0	0	120	1	0	1	109	2	0	4	0	0	0	0	191	1	0	8	147	0	0	1	0	0	0	0	713
10:45	11:45	0	0	0	0	114	3	0	0	0	0	0	0	117	1	0	1	97	0	0	2	0	0	0	0	190	2	0	7	146	0	0	1	0	0	0	0	681
11:00	12:00	0	0	0	0	100	3	0	2	0	0	0	0	108	0	0	0	99	0	0	2	0	0	0	0	192	2	0	5	129	0	0	1	0	0	0	0	643

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	4	0	5	1
0	0	0	0	5	0	5	1
0	0	0	0	5	1	5	1
0	0	0	0	2	2	4	0
0	0	1	0	4	9	0	0
0	0	1	1	5	12	0	0
0	0	4	1	10	16	0	0
0	0	5	1	15	20	1	0
0	0	6	1	18	15	1	0
0	0	7	1	17	17	2	0
0	0	4	1	15	14	6	0
0	0	3	1	15	21	5	1
0	0	2	2	14	20	5	2
0	0	1	1	16	23	4	2
0	0	4	1	20	22	0	2
0	0	4	3	17	12	0	1
0	0	3	7	23	16	0	0
0	0	5	8	24	10	2	0
0	0	2	9	20	9	2	0
0	0	2	7	23	9	2	0
0	0	2	3	16	9	2	0

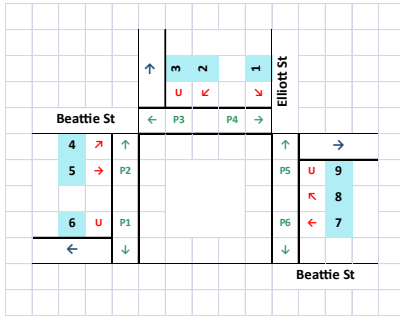
C05 Weekend Evans Street and Beattie Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										
12:00	12:15	0	0	0	0	31	0	0	2	0	0	0	0	32	0	0	0	22	0	0	0	0	0	0	0	50	0	0	0	22	0	0	0	0	0	0	0	159	0	0	0	1	5	3	0	0
12:15	12:30	0	0	0	0	26	0	0	0	0	0	0	0	31	0	0	0	30	1	0	2	0	0	0	0	47	0	0	1	24	0	0	1	0	0	0	0	163	0	0	0	0	10	4	4	0
12:30	12:45	0	0	0	0	32	0	0	0	0	0	0	0	25	0	0	0	41	0	0	1	0	0	0	0	45	0	0	1	17	0	0	0	0	0	0	0	162	0	0	2	0	3	2	0	0
12:45	13:00	0	0	0	0	38	0	0	0	0	0	0	0	26	0	0	0	20	0	0	1	0	0	0	0	55	0	0	0	12	0	0	0	0	0	0	0	152	0	0	0	0	4	3	0	0
13:00	13:15	0	0	0	0	30	0	0	0	0	0	0	0	20	1	0	0	35	0	0	0	0	0	0	0	61	1	0	3	19	0	0	0	0	0	0	0	170	0	0	2	0	7	4	0	0
13:15	13:30	0	0	0	0	19	0	0	0	0	0	0	0	30	1	0	0	34	0	0	0	0	0	0	0	57	0	0	1	9	0	0	0	0	0	0	0	151	0	0	0	2	3	2	0	0
13:30	13:45	0	0	0	0	14	0	0	0	0	0	0	0	17	0	0	2	20	0	0	0	0	0	0	0	41	0	0	1	19	0	0	1	0	0	0	0	115	0	0	1	0	3	2	0	0
13:45	14:00	0	0	0	0	24	0	0	0	0	0	0	0	20	0	0	0	20	0	0	1	0	0	0	0	51	0	0	2	8	0	0	0	0	0	0	0	126	0	0	0	0	0	1	0	0
14:00	14:15	0	0	0	0	11	0	0	0	0	0	0	0	26	0	0	1	22	0	0	1	0	0	0	0	51	2	0	2	6	0	0	0	0	0	0	0	122	0	0	0	0	3	4	0	0
14:15	14:30	0	0	0	0	12	0	0	1	0	0	0	0	26	0	0	1	29	0	0	0	0	0	0	0	51	3	0	0	8	0	0	1	0	0	0	0	132	0	0	0	0	4	2	0	0
14:30	14:45	0	0	0	0	15	0	0	0	0	0	0	0	22	0	0	1	28	0	0	2	0	0	0	0	32	0	0	2	1	0	0	0	0	0	0	0	103	0	0	0	0	0	4	0	0
14:45	15:00	0	0	0	0	17	0	0	1	0	0	0	0	21	0	0	2	27	0	0	1	0	0	0	0	46	0	0	3	9	0	0	0	0	0	0	0	127	0	0	2	0	7	2	0	0
15:00	15:15	0	0	0	0	19	0	0	1	0	0	0	0	22	0	0	0	34	0	0	2	0	0	0	0	42	0	0	0	11	1	0	0	0	0	0	0	132	0	0	1	2	1	1	0	0
15:15	15:30	0	0	0	0	14	0	0	0	0	0	0	0	24	0	0	0	24	0	0	2	0	0	0	0	39	0	0	1	12	0	0	0	0	0	0	0	116	0	0	1	0	2	0	0	3
15:30	15:45	0	0	0	0	17	0	0	1	0	0	0	0	28	0	0	0	23	0	0	1	0	0	0	0	39	0	0	0	10	0	0	0	0	0	0	0	119	0	0	0	0	3	0	0	0
15:45	16:00	0	0	0	0	18	0	0	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	0	0	43	1	0	0	7	0	0	0	0	0	0	0	125	0	0	0	0	2	0	0	0
16:00	16:15	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	7	0	0	0	0	0	0	0	15	1	0	1	4	0	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	342	0	0	6	0	0	0	0	402	2	0	7	444	1	0	14	0	0	0	0	765	8	0	18	198	1	0	3	0	0	0	0	5241	0	0	9	5	57	34	4	3

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										
12:00	13:00	0	0	0	0	127	0	0	2	0	0	0	0	114	0	0	0	113	1	0	4	0	0	0	0	197	0	0	2	75	0	0	1	0	0	0	0	636	0	0	2	1	22	12	4	0
12:15	13:15	0	0	0	0	126	0	0	0	0	0	0	0	102	1	0	0	126	1	0	4	0	0	0	0	208	1	0	5	72	0	0	1	0	0	0	0	647	0	0	4	0	24	13	4	0
12:30	13:30	0	0	0	0	119	0	0	0	0	0	0	0	101	2	0	0	130	0	0	2	0	0	0	0	218	1	0	5	57	0	0	0	0	0	0	0	635	0	0	4	2	17	11	0	0
12:45	13:45	0	0	0	0	101	0	0	0	0	0	0	0	93	2	0	2	109	0	0	1	0	0	0	0	214	1	0	5	59	0	0	1	0	0	0	0	588	0	0	3	2	17	11	0	0
13:00	14:00	0	0	0	0	87	0	0	0	0	0	0	0	87	2	0	2	109	0	0	1	0	0	0	0	210	1	0	7	55	0	0	1	0	0	0	0	562	0	0	3	2	13	9	0	0
13:15	14:15	0	0	0	0	68	0	0	0	0	0	0	0	93	1	0	3	96	0	0	2	0	0	0	0	200	2	0	6	42	0	0	1	0	0	0	0	514	0	0	1	2	9	9	0	0
13:30	14:30	0	0	0	0	61	0	0	1	0	0	0	0	89	0	0	4	91	0	0	2	0	0	0	0	194	5	0	5	41	0	0	2	0	0	0	0	495	0	0	1	0	10	9	0	0
13:45	14:45	0	0	0	0	62	0	0	1	0	0	0	0	94	0	0	3	99	0	0	4	0	0	0	0	185	5	0	6	23	0	0	1	0	0	0	0	483	0	0	0	0	7	11	0	0
14:00	15:00	0	0	0	0	55	0	0	2	0	0	0	0	95	0	0	5	106	0	0	4	0	0	0	0	180	5	0	7	24	0	0	1	0	0	0	0	484	0	0	2	0	14	12	0	0
14:15	15:15	0	0	0	0	63	0	0	3	0	0	0	0	91	0	0	4	118	0	0	5	0	0	0	0	171	3	0	5	29	1	0	1	0	0	0	0	494	0	0	3	2	12	9	0	0
14:30	15:30	0	0	0	0	65	0	0	2	0	0	0	0	89	0	0	3	113	0	0	7	0	0	0	0	159	0	0	6	33	1	0	0	0	0	0	0	478	0	0	4	2	10	7	0	3
14:45	15:45	0	0	0	0	67	0	0	3	0	0	0	0	95	0	0	2	108	0	0	6	0	0	0	0	166	0	0	4	42	1	0	0	0	0	0	0	494	0	0	4	2	13	3	0	3
15:00	16:00	0	0	0	0	68	0	0	2	0	0	0	0	102	0	0	0	109	0	0	5	0	0	0	0	163	1	0	1	40	1	0	0	0	0	0	0	492	0	0	2	2	8	1	0	3
15:15	16:15	0	0	0	0	54	0	0	1	0	0	0	0	84	0	0	0	82	0	0	3	0	0	0	0	136	2	0	2	33	0	0	0	0	0	0	0	397	0	0	1	0	7	0	0	3

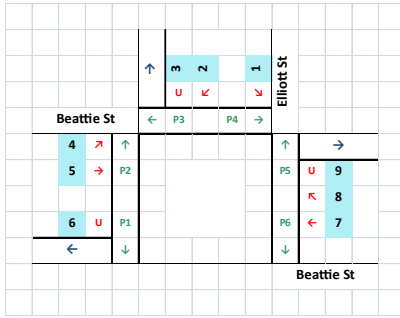
C06 Weekday Beattie Street and Elliott Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	2	0	0	0	30	1	0	0	0	0	0	0	18	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	4	0	0	2	0	0	0	0	61	0	0	2	0	3	1	0	0
7:45	8:00	5	0	0	1	60	1	0	4	0	0	0	0	43	0	0	3	6	0	0	0	0	0	0	0	8	0	0	0	9	1	0	1	0	0	0	0	142	0	0	0	1	2	0	0	0
8:00	8:15	3	0	0	1	59	4	0	1	0	0	0	0	47	2	0	0	7	0	0	0	0	0	0	0	5	0	0	0	9	1	0	1	0	0	0	0	140	0	0	3	4	3	0	0	0
8:15	8:30	5	0	0	1	63	4	0	2	0	0	0	0	34	1	0	0	5	0	0	0	0	0	0	0	3	0	0	0	9	0	0	2	0	0	0	0	129	0	0	3	4	0	0	0	0
8:30	8:45	9	0	0	0	66	0	0	4	0	0	0	0	74	1	0	0	6	0	0	0	0	0	0	0	4	0	0	0	9	1	0	2	0	0	0	0	176	0	0	3	1	0	0	0	0
8:45	9:00	9	0	0	0	49	0	0	1	0	0	0	0	50	1	0	1	7	0	0	0	0	0	0	0	1	0	0	0	11	1	0	0	0	0	0	0	131	0	0	2	8	9	1	0	0
9:00	9:15	6	0	0	0	51	0	0	0	0	0	0	0	47	2	0	0	5	0	0	0	0	0	0	0	13	0	0	0	11	0	0	0	0	0	0	0	135	0	0	1	1	1	0	0	0
9:15	9:30	6	0	0	0	59	1	0	1	0	0	0	0	41	1	0	0	5	0	0	0	0	0	0	0	12	1	0	0	9	0	0	1	0	0	0	0	137	0	0	1	0	0	0	0	0
9:30	9:45	8	0	0	0	52	3	0	1	0	0	0	0	34	0	0	0	8	0	0	0	0	0	0	0	11	0	0	0	2	0	0	0	0	0	0	0	119	0	0	2	1	0	0	0	0
9:45	10:00	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
TOTAL		57	0	0	3	506	14	0	14	0	0	0	0	388	8	0	4	51	0	0	0	0	0	0	0	59	1	0	0	73	4	0	9	0	0	0	0	1191	0	0	17	20	18	2	0	0

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
7:00	8:00	7	0	0	1	90	2	0	4	0	0	0	0	61	0	0	3	8	0	0	0	0	0	0	0	10	0	0	0	13	1	0	3	0	0	0	0	203	0	0	2	1	5	1	0	0
7:15	8:15	10	0	0	2	149	6	0	5	0	0	0	0	108	2	0	3	15	0	0	0	0	0	0	0	15	0	0	0	22	2	0	4	0	0	0	0	343	0	0	5	5	8	1	0	0
7:30	8:30	15	0	0	3	212	10	0	7	0	0	0	0	142	3	0	3	20	0	0	0	0	0	0	0	18	0	0	0	31	2	0	6	0	0	0	0	472	0	0	8	9	8	1	0	0
7:45	8:45	22	0	0	3	248	9	0	11	0	0	0	0	198	4	0	3	24	0	0	0	0	0	0	0	20	0	0	0	36	3	0	6	0	0	0	0	587	0	0	9	10	5	0	0	0
8:00	9:00	26	0	0	2	237	8	0	8	0	0	0	0	205	5	0	1	25	0	0	0	0	0	0	0	13	0	0	0	38	3	0	5	0	0	0	0	576	0	0	11	17	12	1	0	0
8:15	9:15	29	0	0	1	229	4	0	7	0	0	0	0	205	5	0	1	23	0	0	0	0	0	0	0	21	0	0	0	40	2	0	4	0	0	0	0	571	0	0	9	14	10	1	0	0
8:30	9:30	30	0	0	0	225	1	0	6	0	0	0	0	212	5	0	1	23	0	0	0	0	0	0	0	30	1	0	0	40	2	0	3	0	0	0	0	579	0	0	7	10	10	1	0	0
8:45	9:45	29	0	0	0	211	4	0	3	0	0	0	0	172	4	0	1	25	0	0	0	0	0	0	0	37	1	0	0	33	1	0	1	0	0	0	0	522	0	0	6	10	10	1	0	0
9:00	10:00	24	0	0	0	179	4	0	2	0	0	0	0	122	3	0	0	18	0	0	0	0	0	0	0	36	1	0	0	22	0	0	1	0	0	0	0	412	0	0	4	2	1	0	0	0

C06 Weekday Beattie Street and Elliott Street



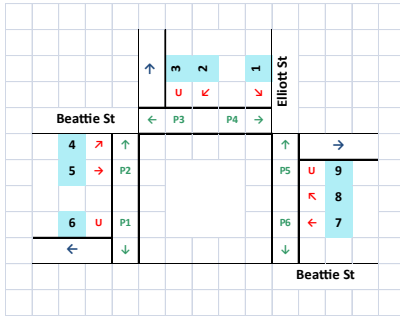
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
16:00	16:15	1	0	0	0	55	0	0	2	0	0	0	0	37	1	0	2	4	0	0	0	1	0	0	0	6	0	0	0	5	0	0	0	0	0	0	0	114
16:15	16:30	3	0	0	0	51	1	0	1	0	0	0	0	41	0	0	0	3	0	0	0	0	0	0	0	9	0	0	0	7	0	0	0	0	0	0	0	116
16:30	16:45	6	0	0	2	61	0	0	0	0	0	0	0	53	1	0	1	4	0	0	0	0	0	0	0	15	0	0	0	5	0	0	1	0	0	0	0	149
16:45	17:00	4	0	0	1	48	0	0	0	0	0	0	0	63	0	0	0	7	0	0	0	0	0	0	0	10	0	0	0	6	0	0	1	0	0	0	0	140
17:00	17:15	5	0	0	0	52	1	0	1	0	0	0	0	47	0	0	0	4	0	0	0	0	0	0	0	12	0	0	0	9	0	0	0	0	0	0	0	131
17:15	17:30	1	0	0	1	54	0	0	0	0	0	0	0	41	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	0	0	0	0	116
17:30	17:45	4	0	0	1	56	0	0	1	0	0	0	0	40	0	0	4	2	1	0	0	0	0	0	0	9	1	0	0	11	0	0	0	0	0	0	0	130
17:45	18:00	4	0	0	1	52	2	0	2	0	0	0	0	50	1	0	1	2	0	0	0	0	0	0	0	8	0	0	0	9	0	0	0	0	0	0	0	132
18:00	18:15	5	0	0	0	59	0	0	1	0	0	0	0	48	0	0	1	4	0	0	0	0	0	0	0	8	1	0	0	4	1	0	1	0	0	0	0	133
18:15	18:30	3	0	0	1	33	0	0	2	0	0	0	0	39	1	0	1	6	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	100
18:30	18:45	2	0	0	0	68	0	0	1	0	0	0	0	27	1	0	1	4	0	0	0	0	0	0	0	10	0	0	0	4	0	0	0	0	0	0	0	118
18:45	19:00	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	9
TOTAL		38	0	0	7	594	4	0	11	0	0	0	0	488	5	0	11	48	1	0	0	2	0	0	0	100	2	0	0	73	1	0	3	0	0	0	0	1388

P1	P2	P3	P4	P5	P6	P7	P8
0	2	2	2	3	0	0	0
2	0	2	2	2	3	0	0
0	0	3	0	4	1	0	0
3	0	2	1	1	1	0	0
0	0	2	1	1	0	0	0
1	0	0	0	6	3	0	0
0	2	0	6	2	6	0	0
0	0	1	0	5	2	0	0
2	0	2	3	4	1	0	0
0	0	2	3	2	3	0	0
0	2	0	2	3	1	0	0
0	0	0	0	0	0	0	0
8	6	16	20	33	21	0	0

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
16:00	17:00	14	0	0	3	215	1	0	3	0	0	0	0	194	2	0	3	18	0	0	0	1	0	0	0	40	0	0	0	23	0	0	2	0	0	0	0	519
16:15	17:15	18	0	0	3	212	2	0	2	0	0	0	0	204	1	0	1	18	0	0	0	0	0	0	0	46	0	0	0	27	0	0	2	0	0	0	0	536
16:30	17:30	16	0	0	4	215	1	0	1	0	0	0	0	204	1	0	1	23	0	0	0	0	0	0	0	43	0	0	0	25	0	0	2	0	0	0	0	536
16:45	17:45	14	0	0	3	210	1	0	2	0	0	0	0	191	0	0	4	21	1	0	0	0	0	0	0	37	1	0	0	31	0	0	1	0	0	0	0	517
17:00	18:00	14	0	0	3	214	3	0	4	0	0	0	0	178	1	0	5	16	1	0	0	0	0	0	0	35	1	0	0	34	0	0	0	0	0	0	0	509
17:15	18:15	14	0	0	3	221	2	0	4	0	0	0	0	179	1	0	6	16	1	0	0	0	0	0	0	31	2	0	0	29	1	0	1	0	0	0	0	511
17:30	18:30	16	0	0	3	200	2	0	6	0	0	0	0	177	2	0	7	14	1	0	0	0	0	0	0	32	2	0	0	31	1	0	1	0	0	0	0	495
17:45	18:45	14	0	0	2	212	2	0	6	0	0	0	0	164	3	0	4	16	0	0	0	0	0	0	0	33	1	0	0	24	1	0	1	0	0	0	0	483
18:00	19:00	10	0	0	1	165	0	0	4	0	0	0	0	116	2	0	3	14	0	0	0	1	0	0	0	25	1	0	0	16	1	0	1	0	0	0	0	360

P1	P2	P3	P4	P5	P6	P7	P8
5	2	9	5	10	5	0	0
5	0	9	4	8	5	0	0
4	0	7	2	12	5	0	0
4	2	4	8	10	10	0	0
1	2	3	7	14	11	0	0
3	2	3	9	17	12	0	0
2	2	5	12	13	12	0	0
2	2	5	8	14	7	0	0
2	2	4	8	9	5	0	0

C06 Weekday Beattie Street and Elliott Street



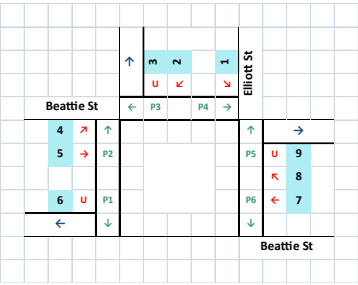
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	1	0	0	0	24	0	0	0	0	0	0	0	8	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	38
17:45	18:00	0	2	0	0	41	0	0	0	0	0	0	0	24	0	0	0	4	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	79
18:00	18:15	9	1	0	0	39	0	0	0	0	0	0	0	21	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	78
18:15	18:30	3	0	0	0	47	5	0	2	0	0	0	0	35	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	7	0	0	2	0	0	0	0	107
TOTAL		13	3	0	0	151	5	0	2	0	0	0	0	88	0	0	0	14	0	0	0	0	0	0	0	15	1	0	0	8	0	0	2	0	0	0	0	1493

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	3	4	0	0	0
1	1	0	2	2	0	0	0
4	1	3	3	2	0	0	0
0	0	3	1	2	0	0	0
5	2	6	9	10	0	0	0

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
17:00	18:00	1	2	0	0	65	0	0	0	0	0	0	0	32	0	0	0	7	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	117
17:15	18:15	10	3	0	0	104	0	0	0	0	0	0	0	53	0	0	0	11	0	0	0	0	0	0	0	12	1	0	0	1	0	0	0	0	0	0	0	195
17:30	18:30	13	3	0	0	151	5	0	2	0	0	0	0	88	0	0	0	14	0	0	0	0	0	0	0	15	1	0	0	8	0	0	2	0	0	0	0	302

P1	P2	P3	P4	P5	P6	P7	P8
1	1	0	5	6	0	0	0
5	2	3	8	8	0	0	0
5	2	6	9	10	0	0	0

C06 Weekend Beattie Street and Elliott Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										
6:00	6:15	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0	1	0	0
6:15	6:30	0	0	0	0	7	0	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	16	0	0	0	0	3	0	0	0
6:30	6:45	0	0	0	0	14	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	24	0	0	3	1	5	0	0	0
6:45	7:00	0	0	0	0	14	1	0	0	0	0	0	0	11	0	0	1	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	32	1	0	1	0	3	2	0	0
7:00	7:15	0	0	0	0	16	0	0	0	0	0	0	0	23	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	43	0	1	0	1	2	1	0	0
7:15	7:30	1	0	0	0	19	0	0	1	0	0	0	0	22	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	51	0	0	3	2	3	2	0	0
7:30	7:45	3	0	0	0	19	0	0	0	0	0	0	0	19	1	0	2	6	0	0	0	0	0	0	0	2	0	0	0	3	0	0	1	0	0	0	0	56	0	0	0	2	0	0	0	0
7:45	8:00	1	0	0	0	28	1	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	0	0	0	0	0	68	0	0	1	2	3	2	0	0
8:00	8:15	1	0	0	0	31	2	0	0	1	0	0	0	31	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0	76	0	0	2	0	1	3	0	0
8:15	8:30	1	0	0	0	30	0	0	2	0	0	0	0	32	0	0	1	2	0	0	0	0	0	0	0	4	0	0	0	7	0	0	0	0	0	0	0	79	0	0	0	0	0	3	0	0
8:30	8:45	0	0	0	0	38	0	0	0	0	0	0	0	31	1	0	0	4	1	0	0	0	0	0	0	7	0	0	0	4	0	0	0	0	0	0	0	86	0	0	0	0	1	3	0	0
8:45	9:00	3	0	0	0	41	0	0	0	0	0	0	0	42	1	0	0	5	0	0	0	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	101	0	3	0	0	7	5	0	0
9:00	9:15	1	0	0	0	43	1	0	0	0	0	0	0	41	0	0	0	2	0	0	0	0	0	0	0	9	0	0	0	5	0	0	0	0	0	0	0	102	0	0	1	3	5	4	0	0
9:15	9:30	3	0	0	0	52	1	0	0	1	0	0	0	49	2	0	0	5	0	0	0	0	0	0	0	10	1	0	0	2	0	0	2	0	0	0	0	128	1	0	2	2	1	5	0	0
9:30	9:45	3	0	0	0	53	1	0	0	0	0	0	0	54	0	0	0	7	0	0	0	0	0	0	0	6	0	0	0	10	0	0	0	0	0	0	0	134	0	0	1	5	2	5	0	0
9:45	10:00	3	0	0	0	61	1	0	0	0	0	0	0	53	0	0	4	4	0	0	0	0	0	0	0	9	0	0	0	6	0	0	0	0	0	0	0	141	0	0	1	4	1	5	0	0
10:00	10:15	5	0	0	0	66	0	0	1	0	0	0	0	42	1	0	0	8	0	0	0	1	0	0	0	11	0	0	0	13	0	0	0	0	0	0	0	148	0	0	2	2	4	7	0	0
10:15	10:30	10	0	0	0	53	0	0	1	2	0	0	0	55	1	0	0	5	0	0	0	1	0	0	0	19	0	0	0	11	0	0	0	0	0	0	0	158	0	1	6	3	4	5	0	0
10:30	10:45	8	0	0	0	73	0	0	1	0	0	0	0	67	2	0	2	6	0	0	0	0	0	0	0	10	0	0	1	7	0	0	0	0	0	0	0	177	0	0	7	0	14	3	0	0
10:45	11:00	3	0	0	0	70	0	0	5	0	0	0	0	49	0	0	1	7	0	0	0	0	0	0	0	15	0	0	0	9	1	0	1	0	0	0	0	161	0	1	4	1	7	9	0	0
11:00	11:15	4	0	0	0	63	1	0	1	0	0	0	0	61	0	0	0	8	0	0	0	0	0	0	0	14	0	0	1	6	0	0	0	0	0	0	0	159	0	0	0	0	8	8	0	0
11:15	11:30	4	0	0	0	66	1	0	0	0	0	0	0	30	0	0	1	9	0	0	0	0	0	0	0	11	0	0	0	12	0	0	0	0	0	0	0	134	0	0	4	0	1	6	0	0
11:30	11:45	1	0	0	1	69	2	0	0	1	0	0	0	33	0	0	1	9	0	0	0	0	0	0	0	14	0	0	0	9	0	0	0	0	0	0	0	140	0	0	0	4	3	2	0	0
11:45	12:00	0	0	0	2	72	0	0	3	0	0	0	0	54	0	0	1	5	0	0	0	0	0	0	0	14	0	0	0	7	0	0	0	0	0	0	0	158	0	0	0	0	11	3	0	0
TOTAL		55	0	0	3	1001	12	0	16	5	0	0	0	839	9	0	15	98	1	0	0	2	0	0	0	181	1	0	2	132	1	0	5	0	0	0	0	2378	2	6	38	32	89	84	0	0

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										
6:00	7:00	0	0	0	0	38	1	0	1	0	0	0	0	25	0	0	1	2	0	0	0	0	0	0	0	3	0	0	0	7	0	0	0	0	0	0	0	78	1	0	4	1	11	3	0	0
6:15	7:15	0	0	0	0	51	1	0	1	0	0	0	0	47	0	0	2	2	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	0	0	0	0	115	1	1	4	2	13	3	0	0
6:30	7:30	1	0	0	0	63	1	0	1	0	0	0	0	63	0	0	2	5	0	0	0	0	0	0	0	10	0	0	0	3	0	0	1	0	0	0	0	150	1	1	7	4	13	5	0	0
6:45	7:45	4	0	0	0	68	1	0	1	0	0	0	0	75	1	0	4	11	0	0	0	0	0	0	0	12	0	0	0	3	0	0	2	0	0	0	0	182	1	1	4	5	8	5	0	0
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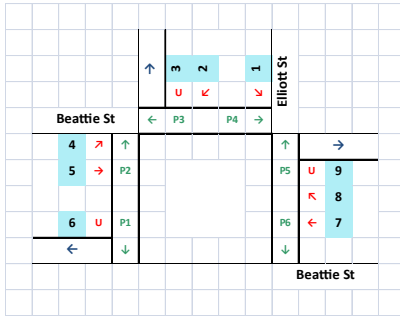
C06 Weekend Beattie Street and Elliott Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
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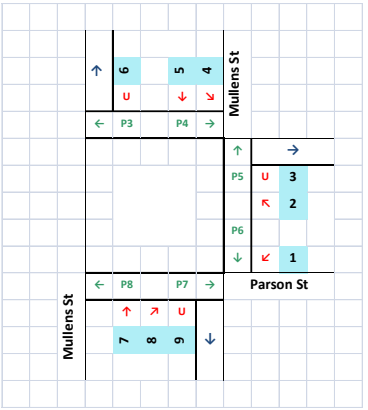
TOTAL		56	0	0	1	985	7	0	14	1	0	0	0	766	4	0	18	82	1	0	1	6	0	0	0	165	3	0	5	104	0	0	2	0	0	0	0	5031	3	3	29	40	77	114	0	0

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	13:00	19	0	0	0	282	0	0	3	1	0	0	0	202	1	0	3	20	0	0	1	3	0	0	0	48	0	0	3	29	0	0	0	0	0	0	0	615	2	3	5	9	22	53	0	0
12:15	13:15	18	0	0	0	301	1	0	2	0	0	0	0	202	2	0	3	22	0	0	1	2	0	0	0	43	0	0	3	31	0	0	0	0	0	0	0	631	1	0	5	12	20	56	0	0
12:30	13:30	20	0	0	0	296	1	0	2	0	0	0	0	207	2	0	4	25	0	0	0	3	0	0	0	32	0	0	1	25	0	0	0	0	0	0	0	618	2	0	7	12	16	54	0	0
12:45	13:45	18	0	0	0	284	1	0	1	0	0	0	0	179	2	0	5	25	0	0	0	3	0	0	0	35	0	0	1	24	0	0	0	0	0	0	0	578	2	0	3	11	15	47	0	0
13:00	14:00	15	0	0	0	267	1	0	3	0	0	0	0	171	2	0	3	29	1	0	0	3	0	0	0	42	0	0	1	24	0	0	0	0	0	0	0	562	1	0	5	9	15	20	0	0
13:15	14:15	17	0	0	0	227	2	0	6	0	0	0	0	171	1	0	5	25	1	0	0	3	0	0	0	46	0	0	0	19	0	0	0	0	0	0	0	523	1	0	6	6	11	9	0	0
13:30	14:30	15	0	0	0	213	5	0	7	0	0	0	0	161	1	0	7	22	1	0	0	1	0	0	0	51	2	0	0	22	0	0	0	0	0	0	0	508	0	0	9	6	13	11	0	0
13:45	14:45	14	0	0	0	201	5	0	7	0	0	0	0	166	1	0	6	19	1	0	0	1	0	0	0	45	3	0	0	22	0	0	0	0	0	0	0	491	0	0	11	7	14	14	0	0
14:00	15:00	15	0	0	0	191	5	0	7	0	0	0	0	184	1	0	7	18	0	0	0	0	0	0	0	43	3	0	0	20	0	0	2	0	0	0	0	496	0	0	13	12	17	23	0	0
14:15	15:15	11	0	0	1	198	3	0	5	0	0	0	0	184	1	0	6	16	0	0	0	0	0	0	0	45	3	0	1	25	0	0	2	0	0	0	0	501	0	0	13	12	20	26	0	0
14:30	15:30	9	0	0	1	197	0	0	3	0	0	0	0	176	0	0	4	14	0	0	0	0	0	0	0	39	1	0	1	23	0	0	2	0	0	0	0	470	0	0	10	13	18	28	0	0
14:45	15:45	6	0	0	1	208	0	0	3	0	0	0	0	186	0	0	4	16	0	0	0	0	0	0	0	35	0	0	1	23	0	0	2	0	0	0	0	485	0	0	8	11	14	24	0	0
15:00	16:00	7	0	0	1	207	0	0	1	0	0	0	0	184	0	0	3	11	0	0	0	0	0	0	0	26	0	0	1	27	0	0	0	0	0	0	0	468	0	0	4	10	13	18	0	0
15:15	16:15	5	0	0	0	192	1	0	0	0	0	0	0	163	0	0	4	13	0	0	0	0	0	0	0	20	0	0	0	24	0	0	0	0	0	0	0	422	0	0	5	7	18	13	0	0

C08 Weekday Mullens Street and Parsons Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	16	0	1	1	0	0	0	0	21	1	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0	1	0	0	0
6:15	6:30	1	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	56	5	3	0	0	0	0	0	63	5	1	1	7	0	0	0	0	0	0	0	149	0	0	0	0	0	1	0	0
6:30	6:45	6	0	0	0	3	1	0	0	0	0	0	0	2	0	0	0	79	8	1	0	0	0	0	0	83	5	2	1	2	0	0	0	0	0	0	0	193	0	0	1	0	0	0	0	0
6:45	7:00	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	101	4	3	0	0	0	0	0	95	3	2	1	5	0	0	0	0	0	0	0	219	0	0	1	1	0	1	0	2
7:00	7:15	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	91	5	4	0	0	0	0	0	115	4	2	3	2	0	0	0	0	0	0	0	230	0	0	0	0	1	0	0	0
7:15	7:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	1	3	0	0	0	0	0	138	1	3	2	5	0	0	0	0	0	0	0	227	0	0	1	1	2	0	0	0
7:30	7:45	5	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	108	5	4	0	0	0	0	0	136	2	5	2	3	0	0	0	0	0	0	0	275	0	0	0	1	1	0	0	0
7:45	8:00	2	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	133	3	4	3	0	0	0	0	108	3	7	0	2	0	0	0	0	0	0	0	272	0	0	1	0	1	0	0	0
8:00	8:15	3	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	103	3	6	1	0	0	0	0	139	2	4	4	1	0	0	0	0	0	0	0	275	0	0	0	0	0	0	0	0
8:15	8:30	7	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	111	2	6	0	0	0	0	0	138	7	4	2	7	0	0	0	0	0	0	0	292	0	0	0	0	1	1	0	2
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9:30	9:45	5	0	0	0	2	0	1	0	0	0	0	0	3	0	0	0	89	6	2	1	0	0	0	0	122	4	6	0	3	0	0	0	0	0	0	0	244	0	0	0	0	1	1	1	0
TOTAL		49	1	0	0	39	2	2	0	0	0	0	0	50	0	0	0	1400	51	48	8	0	0	0	0	1683	57	53	22	53	0	0	0	0	0	0	0	3518	0	0	7	3	9	6	1	4

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
6:00	7:00	10	0	0	0	7	1	0	0	0	0	0	0	9	0	0	0	252	17	8	1	0	0	0	0	262	14	5	3	14	0	0	0	0	0	0	0	603	0	0	2	1	1	2	0	2
6:15	7:15	10	0	0	0	9	2	0	0	0	0	0	0	8	0	0	0	327	22	11	0	0	0	0	0	356	17	7	6	16	0	0	0	0	0	0	0	791	0	0	2	1	1	2	0	2
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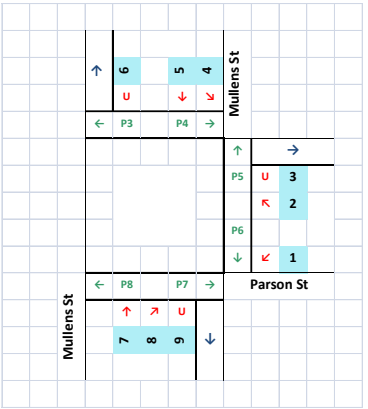
7:00	8:00	8	0	0	0	7	1	0	0	0	0	0	0	8	0	0	0	405	14	15	3	0	0	0	0	497	10	17	7	12	0	0	0	0	0	0	0	1004	0	0	2	2	5	0	0	0
7:15	8:15	11	0	0	0	8	0	0	0	0	0	0	0	13	0	0	0	417	12	17	4	0	0	0	0	521	8	19	8	11	0	0	0	0	0	0	0	1049	0	0	2	2	4	0	0	0
7:30	8:30	17	0	0	0	11	0	0	0	0	0	0	0	18	0	0	0	455	13	20	4	0	0	0	0	521	14	20	8	13	0	0	0	0	0	0	0	1114	0	0	1	1	3	1	0	2
7:45	8:45	20	0	0	0	10	0	0	0	0	0	0	0	20	0	0	0	496	11	18	5	0	0	0	0	532	17	19	8	13	0	0	0	0	0	0	0	1169	0	0	1	0	2	1	0	2
8:00	9:00	18	0	0	0	13	0	1	0	0	0	0	0	18	0	0	0	453	11	19	2	0	0	0	0	578	19	17	9	14	0	0	0	0	0	0	0	1172	0	0	1	0	1	2	0	2
8:15	9:15	16	1	0	0	12	0	1	0	0	0	0	0	17	0	0	0	447	9	15	1	0	0	0	0	557	22	17	6	17	0	0	0	0	0	0	0	1138	0	0	2	0	1	3	0	2
8:30	9:30	16	1	0	0	17	0	1	0	0	0	0	0	19	0	0	0	440	9	11	2	0	0	0	0	525	20	17	6	16	0	0	0	0	0	0	0	1100	0	0	3	0	1	2	0	0
8:45	9:45	13	1	0	0	18	0	2	0	0	0	0	0	17	0	0	0	380	12	11	2	0	0	0	0	500	19	19	4	16	0	0	0	0	0	0	0	1014	0	0	3	0	2	3	1	0

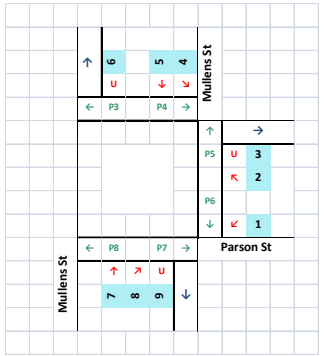
C08 Weekday Mullens Street and Parsons Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
16:00	16:15	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	29	0	0	1	0	0	0	0	27	1	0	0	0	0	0	0	0	0	0	0	61	0	0	0	0	0	0	0	0
16:15	16:30	2	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	117	3	4	1	1	0	0	0	104	2	3	1	4	0	0	0	0	0	0	0	251	0	0	0	0	0	0	0	0
16:30	16:45	3	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	138	2	3	2	0	0	0	0	113	1	2	1	4	0	0	0	0	0	0	0	277	0	0	0	0	0	1	0	0
16:45	17:00	3	0	0	0	6	0	1	0	0	0	0	0	3	0	0	0	98	0	3	2	0	0	0	0	108	2	4	1	4	0	0	0	0	0	0	0	235	0	0	0	1	0	3	0	0
17:00	17:15	5	0	0	0	7	0	1	0	0	0	0	0	1	0	0	0	134	0	4	1	0	0	0	0	100	1	3	1	4	0	0	0	0	0	0	0	262	0	0	0	0	2	2	0	0
17:15	17:30	1	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	123	0	4	1	0	0	0	0	115	0	7	0	2	0	0	0	0	0	0	0	259	0	0	0	0	0	1	0	0
17:30	17:45	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	115	0	6	0	1	0	0	0	105	1	4	0	3	0	0	0	0	0	0	0	240	0	0	0	1	1	3	0	0
17:45	18:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	148	0	4	2	0	0	0	0	110	1	7	1	2	0	0	0	0	0	0	0	277	0	0	0	0	0	3	0	2
18:00	18:15	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	106	0	4	1	0	0	0	0	111	0	3	2	3	0	0	0	0	0	0	0	234	0	0	0	0	0	1	0	0
18:15	18:30	3	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	81	0	5	0	0	0	0	0	125	2	3	1	4	0	0	0	0	0	0	0	232	0	0	1	0	0	3	0	1
18:30	18:45	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	86	0	2	0	0	0	0	0	143	0	4	1	1	0	0	0	0	0	0	0	243	0	0	0	0	0	2	0	0
18:45	19:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	34	0	1	0	0	0	0	0	37	0	2	1	0	0	0	0	0	0	0	0	77	0	0	0	0	0	2	0	1
TOTAL		24	0	0	0	41	2	2	0	0	0	0	0	20	0	0	0	1209	5	40	11	2	0	0	0	1198	11	42	10	31	0	0	0	0	0	0	0	2648	0	0	1	2	3	21	0	4

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
16:00	17:00	9	0	0	0	18	1	1	0	0	0	0	0	9	0	0	0	382	5	10	6	1	0	0	0	352	6	9	3	12	0	0	0	0	0	0	0	824	0	0	0	1	0	4	0	0
16:15	17:15	13	0	0	0	25	0	2	0	0	0	0	0	9	0	0	0	487	5	14	6	1	0	0	0	425	6	12	4	16	0	0	0	0	0	0	0	1025	0	0	0	1	2	6	0	0
16:30	17:30	12	0	0	0	24	1	2	0	0	0	0	0	6	0	0	0	493	2	14	6	0	0	0	0	436	4	16	3	14	0	0	0	0	0	0	0	1033	0	0	0	1	2	7	0	0
16:45	17:45	9	0	0	0	20	1	2	0	0	0	0	0	7	0	0	0	470	0	17	4	1	0	0	0	428	4	18	2	13	0	0	0	0	0	0	0	996	0	0	0	2	3	9	0	0
17:00	18:00	7	0	0	0	15	1	1	0	0	0	0	0	4	0	0	0	520	0	18	4	1	0	0	0	430	3	21	2	11	0	0	0	0	0	0	0	1038	0	0	0	1	3	9	0	2
17:15	18:15	3	0	0	0	10	1	0	0	0	0	0	0	4	0	0	0	492	0	18	4	1	0	0	0	441	2	21	3	10	0	0	0	0	0	0	0	1010	0	0	0	1	1	8	0	2
17:30	18:30	5	0	0	0	9	0	0	0	0	0	0	0	8	0	0	0	450	0	19	3	1	0	0	0	451	4	17	4	12	0	0	0	0	0	0	0	983	0	0	1	1	1	10	0	3
17:45	18:45	9	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	421	0	15	3	0	0	0	0	489	3	17	5	10	0	0	0	0	0	0	0	986	0	0	1	0	0	9	0	3
18:00	19:00	8	0	0	0	8	0	0	0	0	0	0	0	7	0	0	0	307	0	12	1	0	0	0	0	416	2	12	5	8	0	0	0	0	0	0	0	786	0	0	1	0	0	8	0	2

C08 Weekend Mullens Street and Parsons Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:30	6:45	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	16	2	0	0	0	0	0	0	11	1	1	0	0	0	0	0	0	0	0	0	35
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	5	1	0	0	0	0	0	42	2	0	1	7	0	0	0	0	0	0	0	100
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7:15	7:30	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41	0	0	2	0	0	0	0	60	1	0	1	0	0	0	0	0	0	0	0	108
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	66	1	0	1	0	0	0	0	76	2	0	0	1	0	0	0	0	0	0	0	149
7:45	8:00	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	73	2	1	2	0	0	0	0	92	0	1	1	4	0	0	0	0	0	0	0	182
8:00	8:15	4	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	52	2	2	0	0	0	0	0	90	1	1	0	1	0	0	0	0	0	0	0	155
8:15	8:30	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	63	0	2	0	0	0	0	0	78	2	2	1	0	0	0	0	0	0	0	0	157
8:30	8:45	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	75	1	3	0	0	0	0	0	86	1	2	0	5	0	0	0	0	0	0	0	180
8:45	9:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	102	2	0	0	0	0	0	0	105	1	0	0	3	0	0	0	0	0	0	0	215
9:00	9:15	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	97	0	3	0	0	0	0	0	123	2	2	3	3	0	0	0	0	0	0	0	243
9:15	9:30	3	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	136	4	2	1	0	0	0	0	113	1	2	0	2	0	0	0	0	0	0	0	267
9:30	9:45	6	0	0	0	3	0	1	0	0	0	0	0	5	0	0	0	142	2	1	2	0	0	0	0	172	0	3	1	3	0	0	0	0	0	0	0	341
9:45	10:00	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	146	2	4	0	0	0	0	0	143	0	1	1	1	0	0	0	0	0	0	0	305
10:00	10:15	7	0	0	0	5	0	0	0	0	0	0	0	7	0	0	0	133	0	1	1	1	0	0	0	173	1	2	0	6	0	0	0	0	0	0	0	337
10:15	10:30	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	148	2	3	0	0	0	0	0	176	4	3	0	1	0	0	0	0	0	0	0	341
10:30	10:45	3	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	118	1	2	0	0	0	0	0	148	1	1	0	2	0	0	0	0	0	0	0	284
10:45	11:00	4	0	0	0	1	1	0	0	0	0	0	0	3	0	0	0	141	1	1	0	0	0	0	0	150	0	3	0	3	0	0	0	0	0	0	0	308
11:00	11:15	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	115	0	3	0	0	0	0	0	149	1	1	1	2	0	0	0	0	0	0	0	278
11:15	11:30	2	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	128	3	1	0	0	0	0	0	159	4	3	0	1	0	0	0	0	0	0	0	305
11:30	11:45	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	110	3	2	0	0	0	0	0	150	3	1	0	1	0	0	0	0	0	0	0	275
11:45	12:00	2	0	0	0	1	0	3	0	0	0	0	0	3	0	0	0	139	0	2	0	0	0	0	0	131	0	3	0	2	0	0	0	0	0	0	0	286
TOTAL		50	0	0	0	37	1	4	0	0	0	0	0	56	0	0	0	2116	34	35	9	1	0	0	0	2470	31	32	11	48	0	0	0	0	0	0	0	4935

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	1
0	0	0	0	3	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	2	0
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0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	3
0	0	1	0	0	0	0	0
0	0	0	0	2	0	2	2
0	0	0	0	1	0	0	3
0	0	0	2	0	1	0	0
0	0	0	0	1	0	0	0
0	0	0	3	0	0	0	0
0	0	3	1	1	1	1	0
0	0	0	0	2	1	0	0
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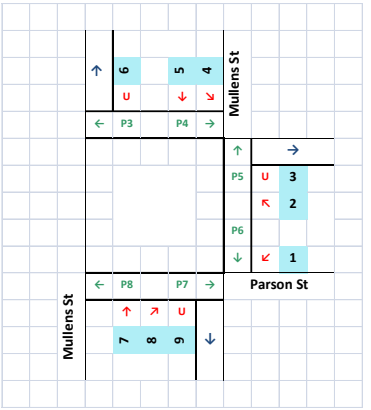
0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	1	0	0	1	0
0	0	8	10	10	6	6	9

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:30	7:30	4	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	132	8	2	2	0	0	0	0	156	7	1	3	7	0	0	0	0	0	0	0	327
6:45	7:45	2	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	182	7	2	3	0	0	0	0	221	8	0	3	8	0	0	0	0	0	0	0	441
7:00	8:00	3	0	0	0	1	0	0	0	0	0	0	0	9	0	0	0	213	4	2	5	0	0	0	0	271	6	1	3	5	0	0	0	0	0	0	0	523
7:15	8:15	7	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0	232	5	3	5	0	0	0	0	318	4	2	2	6	0	0	0	0	0	0	0	594
7:30	8:30	9	0	0	0	5	0	0	0	0	0	0	0	9	0	0	0	254	5	5	3	0	0	0	0	336	5	4	2	6	0	0	0	0	0	0	0	643
7:45	8:45	11	0	0	0	7	0	0	0	0	0	0	0	10	0	0	0	263	5	8	2	0	0	0	0	346	4	6	2	10	0	0	0	0	0	0	0	674
8:00	9:00	11	0	0	0	8	0	0	0	0	0	0	0	5	0	0	0	292	5	7	0	0	0	0	0	359	5	5	1	9	0	0	0	0	0	0	0	707
8:15	9:15	11	0	0	0	13	0	0	0	0	0	0	0	4	0	0	0	337	3	8	0	0	0	0	0	392	6	6	4	11	0	0	0	0	0	0	0	795
8:30	9:30	10	0	0	0	10	0	0	0	0	0	0	0	5	0	0	0	410	7	8	1	0	0	0	0	427	5	6	3	13	0	0	0	0	0	0	0	905
8:45	9:45	14	0	0	0	11	0	1	0	0	0	0	0	7	0	0	0	477	8	6	3	0	0	0	0	513	4	7	4	11	0	0	0	0	0	0	0	1066
9:00	10:00	13	0	0	0	14	0	1	0	0	0	0	0	10	0	0	0	521	8	10	3	0	0	0	0	551	3	8	5	9	0	0	0	0	0	0	0	1156
9:15	10:15	16	0	0	0	13	0	1	0	0	0	0	0	17	0	0	0	557	8	8	4	1	0	0	0	601	2	8	2	12	0	0	0	0	0	0	0	1250
9:30	10:30	13	0	0	0	14	0	1	0	0	0	0	0	17	0	0	0	569	6	9	3	1	0	0	0	664	5	9	2	11	0	0	0	0	0	0	0	1324
9:45	10:45	10	0	0	0	14	0	0	0	0	0	0	0	17	0	0	0	545	5	10	1	1	0	0	0	640	6	7	1	10	0	0	0	0	0	0	0	1267
10:00	11:00	14	0	0	0	11	1	0	0	0	0	0	0	17	0	0	0	540	4	7	1	1	0	0	0	647	6	9	0	12	0	0	0	0	0	0	0	1270
10:15	11:15	7	0	0	0	7	1	0	0	0	0	0	0	15	0	0	0	522	4	9	0	0	0	0	0	623	6	8	1	8	0	0	0	0	0	0	0	1211
10:30	11:30	9	0	0	0	6	1	0	0	0	0	0	0	16	0	0	0	502	5	7	0	0	0	0	0	606	6	8	1	8	0	0	0	0	0	0	0	1175
10:45	11:45	9	0	0	0	3	1	0	0	0	0	0	0	13	0	0	0	494	7	7	0	0	0	0	0	608	8	8	1	7	0	0	0	0	0	0	0	1166
11:00	12:00	7	0	0	0	3	0	3	0	0	0	0	0	13	0	0	0	492	6	8	0	0	0	0	0	589	8	8	1	6	0	0	0	0	0	0	0	1144

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	3	0	1	1
0	0	0	0	3	0	0	1
0	0	0	0	3	0	2	0
0	0	0	0	1	0	2	0
0	0	1	0	1	0	2	0
0	0	1	0	1	0	2	3
0	0	2	0	1	0	0	3
0	0	2	0	0	2	0	5
0	0	1	0	1	2	0	8
0	0	1	2	1	3	0	5
0	0	0	2	1	4	0	5
0	0	0	5	1	2	0	3
0	0	3	6	1	3	1	0
0	0	3	4	3	3	1	0
0	0	5	5	3	2	1	0
0	0	5	4	3	2	1	0
0	0	2	3	4	1	1	0
0	0	3	3	2	0	1	0
0	0	1	3	2	0	2	0

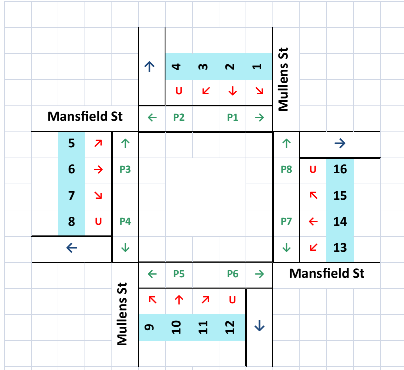
C08 Weekend Mullens Street and Parsons Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	12:15	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	120	1	3	1	0	0	0	0	150	3	1	0	3	0	0	0	0	0	0	0	293	0	0	0	0	0	1	0	0
12:15	12:30	2	0	0	0	2	1	0	0	0	0	0	0	5	0	0	0	142	2	1	0	1	0	0	0	178	1	1	0	0	1	0	0	0	0	0	0	337	0	0	0	0	0	0	0	1
12:30	12:45	8	1	0	0	3	0	0	0	0	0	0	0	5	0	0	0	154	0	2	0	0	0	0	0	126	5	4	2	1	0	0	0	0	0	0	0	311	0	0	0	0	1	0	0	3
12:45	13:00	1	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	122	0	2	0	0	0	0	0	161	0	2	1	2	0	0	0	0	0	0	0	299	0	0	1	1	0	0	4	0
13:00	13:15	6	0	0	0	4	0	1	0	0	0	0	0	7	1	0	0	128	3	3	0	0	0	0	0	128	0	2	3	2	1	0	0	0	0	0	0	289	0	0	0	0	1	0	0	0
13:15	13:30	3	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	144	1	1	0	1	0	0	0	134	2	2	0	4	0	0	0	0	0	0	0	301	0	0	0	0	0	1	1	0
13:30	13:45	2	0	0	0	1	0	1	0	0	0	0	0	4	0	0	0	140	2	2	0	0	0	0	0	135	1	3	0	1	0	0	0	0	0	0	0	292	0	0	1	0	1	0	0	0
13:45	14:00	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	135	3	2	0	1	0	0	0	139	1	1	0	0	0	0	0	0	0	0	0	289	0	0	0	0	0	0	0	0
14:00	14:15	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	148	1	1	0	0	0	0	0	150	0	1	0	2	0	0	0	0	0	0	0	310	0	0	0	0	0	0	0	0
14:15	14:30	3	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	110	2	3	0	0	0	0	0	128	3	3	0	2	0	0	1	0	0	0	0	258	0	0	0	0	1	0	0	0
14:30	14:45	2	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	136	2	1	0	0	0	0	0	105	3	2	2	1	0	0	0	0	0	0	0	258	0	0	0	0	1	0	0	0
14:45	15:00	2	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	111	0	2	0	0	0	0	0	119	3	2	0	2	0	0	0	0	0	0	0	247	0	0	0	0	1	0	0	0
15:00	15:15	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	92	1	4	0	0	0	0	0	101	2	1	0	1	0	0	0	0	0	0	0	209	0	0	1	0	0	1	0	0
15:15	15:30	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	111	1	1	0	0	0	0	0	125	1	3	1	1	0	0	0	0	0	0	0	251	0	0	0	0	1	0	0	0
15:30	15:45	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	134	1	3	1	0	0	0	0	116	1	2	1	0	0	0	0	0	0	0	0	265	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	40	1	0	0	0	0	0	0	48	1	1	0	0	0	0	0	0	0	0	0	97	0	0	0	0	0	2	0	0
TOTAL		35	1	0	0	39	1	2	0	0	0	0	0	66	1	0	0	1967	21	31	2	3	0	0	0	2043	27	31	10	22	2	0	1	1	0	0	0	10107	0	0	3	1	7	5	5	4

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	13:00	15	1	0	0	12	1	0	0	0	0	0	0	18	0	0	0	538	3	8	1	1	0	0	0	615	9	8	3	6	1	0	0	0	0	0	0	1240	0	0	1	1	1	1	4	4
12:15	13:15	17	1	0	0	12	1	1	0	0	0	0	0	22	1	0	0	546	5	8	0	1	0	0	0	593	6	9	6	5	2	0	0	0	0	0	0	1236	0	0	1	1	2	0	4	4
12:30	13:30	18	1	0	0	15	0	1	0	0	0	0	0	21	1	0	0	548	4	8	0	1	0	0	0	549	7	10	6	9	1	0	0	0	0	0	0	1200	0	0	1	1	2	1	5	3
12:45	13:45	12	0	0	0	13	0	2	0	0	0	0	0	20	1	0	0	534	6	8	0	1	0	0	0	558	3	9	4	9	1	0	0	0	0	0	0	1181	0	0	2	1	2	1	5	0
13:00	14:00	11	0	0	0	12	0	2	0	0	0	0	0	20	1	0	0	547	9	8	0	2	0	0	0	536	4	8	3	7	1	0	0	0	0	0	0	1171	0	0	1	0	2	1	1	0
13:15	14:15	5	0	0	0	14	0	1	0	0	0	0	0	14	0	0	0	567	7	6	0	2	0	0	0	558	4	7	0	7	0	0	0	0	0	0	0	1192	0	0	1	0	1	1	1	0
13:30	14:30	5	0	0	0	10	0	1	0	0	0	0	0	12	0	0	0	533	8	8	0	1	0	0	0	552	5	8	0	5	0	0	1	0	0	0	0	1149	0	0	1	0	2	0	0	0
13:45	14:45	5	0	0	0	10	0	0	0	0	0	0	0	11	0	0	0	529	8	7	0	1	0	0	0	522	7	7	2	5	0	0	1	0	0	0	0	1115	0	0	0	0	2	0	0	0
14:00	15:00	7	0	0	0	9	0	0	0	0	0	0	0	11	0	0	0	505	5	7	0	0	0	0	0	502	9	8	2	7	0	0	1	0	0	0	0	1073	0	0	0	0	3	0	0	0
14:15	15:15	7	0	0	0	5	0	0	0	0	0	0	0	15	0	0	0	449	5	10	0	0	0	0	0	453	11	8	2	6	0	0	1	0	0	0	0	972	0	0	1	0	3	1	0	0
14:30	15:30	6	0	0	0	6	0	0	0	0	0	0	0	15	0	0	0	450	4	8	0	0	0	0	0	450	9	8	3	5	0	0	0	1	0	0	0	965	0	0	1	0	3	1	0	0
14:45	15:45	4	0	0	0	6	0	0	0	0	0	0	0	17	0	0	0	448	3	10	1	0	0	0	0	461	7	8	2	4	0	0	0	1	0	0	0	972	0	0	1	0	2	1	0	0
15:00	16:00	2	0	0	0	6	0	0	0	0	0	0	0	17	0	0	0	377	4	8	1	0	0	0	0	390	5	7	2	2	0	0	0	1	0	0	0	822	0	0	1	0	1	3	0	0

C09 Weekday Mullens Street and Mansfield Street



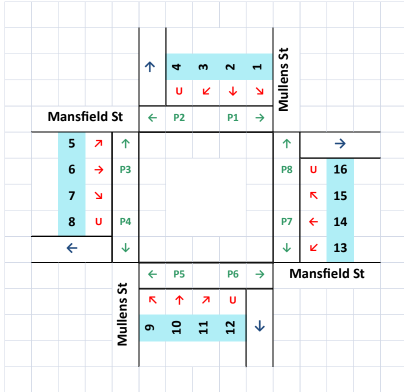
FROM	TO	1 LV	1 HV	1 Bus	1 Bic.	2 LV	2 HV	2 Bus	2 Bic.	3 LV	3 HV	3 Bus	3 Bic.	4 LV	4 HV	4 Bus	4 Bic.	5 LV	5 HV	5 Bus	5 Bic.	6 LV	6 HV	6 Bus	6 Bic.	7 LV	7 HV	7 Bus	7 Bic.	8 LV	8 HV	8 Bus	8 Bic.
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	2	0	0	0	93	5	2	0	8	0	0	0	0	0	0	0	8	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
7:00	7:15	5	1	0	0	77	5	3	0	9	0	0	0	0	0	0	0	13	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0
7:15	7:30	2	0	0	0	63	1	3	0	12	0	0	0	0	0	0	0	12	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
7:30	7:45	3	0	0	0	98	5	4	0	13	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:45	8:00	6	0	0	0	84	3	6	0	20	1	0	0	0	0	0	0	9	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
8:00	8:15	1	0	0	0	83	2	6	1	16	1	0	0	0	0	0	0	7	1	0	2	1	0	0	0	3	0	0	0	0	0	0	0
8:15	8:30	8	0	0	0	71	2	6	0	36	0	0	0	0	0	0	0	10	1	0	0	3	0	0	0	4	0	0	0	0	0	0	0
8:30	8:45	5	0	0	0	134	3	2	2	25	0	0	0	0	0	0	0	6	1	0	1	4	0	0	0	2	2	0	0	0	0	0	0
8:45	9:00	3	0	0	0	84	3	5	0	6	0	0	0	0	0	0	0	17	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
9:00	9:15	3	0	0	0	80	1	2	0	8	1	0	0	0	0	0	0	10	2	0	0	3	0	0	0	2	0	0	0	0	0	0	0
9:15	9:30	5	0	0	0	95	1	2	0	10	1	0	0	1	0	0	0	3	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0
9:30	9:45	6	0	1	0	82	6	2	0	6	0	0	0	0	0	0	0	13	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0
9:45	10:00	4	0	0	0	121	4	6	0	7	0	0	0	1	0	0	0	8	2	0	1	1	0	0	1	0	1	0	0	0	0	0	0
10:00	10:15	9	0	0	0	64	3	1	0	7	2	0	0	0	0	0	0	5	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
TOTAL		62	1	1	0	1229	44	50	3	183	6	0	0	2	0	0	0	137	9	0	5	30	0	0	1	27	3	0	0	0	0	0	0

FROM	TO	9 LV	9 HV	9 Bus	9 Bic.	10 LV	10 HV	10 Bus	10 Bic.	11 LV	11 HV	11 Bus	11 Bic.	12 LV	12 HV	12 Bus	12 Bic.	13 LV	13 HV	13 Bus	13 Bic.	14 LV	14 HV	14 Bus	14 Bic.	15 LV	15 HV	15 Bus	15 Bic.	16 LV	16 HV	16 Bus	16 Bic.	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	4	1	0	0	76	2	2	1	4	0	0	0	0	0	0	0	6	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	225	0	0	7	2	5	3	0	1
7:00	7:15	4	0	0	0	109	5	2	3	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	244	1	0	4	0	6	1	0	2
7:15	7:30	4	0	0	0	119	1	2	2	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	232	0	0	1	0	10	4	0	4
7:30	7:45	4	1	0	0	114	2	6	2	2	1	0	0	0	0	0	0	6	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	282	0	2	2	0	4	5	4	4
7:45	8:00	8	2	0	0	129	3	4	3	7	0	0	1	0	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	296	0	1	1	0	6	3	3	0
8:00	8:15	6	1	0	0	120	2	4	3	4	0	0	0	0	0	0	0	9	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	276	0	1	3	0	11	5	0	3
8:15	8:30	13	1	0	0	130	6	4	2	7	0	0	0	0	0	0	0	3	0	0	0	4	1	0	1	4	0	0	1	0	0	0	0	318	0	0	1	1	8	3	0	2
8:30	8:45	7	0	0	0	134	4	4	1	10	0	0	0	0	0	0	0	8	0	0	1	5	0	0	0	4	0	0	1	0	0	0	0	366	0	1	3	0	5	6	2	1
8:45	9:00	2	0	0	0	130	5	5	1	2	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	283	0	1	1	2	4	3	4	2
9:00	9:15	1	1	0	0	110	3	4	1	7	1	0	0	0	0	0	0	8	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	252	1	0	1	1	1	3	1	0
9:15	9:30	2	0	0	0	111	5	4	1	7	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	262	0	0	1	0	1	1	1	2
9:30	9:45	10	2	0	0	119	4	5	0	6	0	0	0	0	0	0	0	5	0	0	0	6	0	0	0	4	0	1	0	0	0	0	0	284	0	0	2	0	8	6	2	1
9:45	10:00	3	0	0	0	106	7	1	0	8	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	288	0	0	1	0	4	2	0	0
10:00	10:15	0	0	0	0	97	3	3	0	4	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	214	0	0	2	1	2	3	0	0
TOTAL		68	9	0	0	1604	52	50	20	69	2	0	1	0	0	0	0	79	0	0	1	27	1	0	2	40	1	1	2	0	0	0	0	3822	2	6	30	7	75	48	17	22

Morning peak HOURLY COUNTS		1 LV	1 HV	1 Bus	1 Bic.	2 LV	2 HV	2 Bus	2 Bic.	3 LV	3 HV	3 Bus	3 Bic.	4 LV	4 HV	4 Bus	4 Bic.	5 LV	5 HV	5 Bus	5 Bic.	6 LV	6 HV	6 Bus	6 Bic.	7 LV	7 HV	7 Bus	7 Bic.	8 LV	8 HV	8 Bus	8 Bic.
6:30	7:30	9	1	0	0	233	11	8	0	29	0	0	0	0	0	0	0	33	1	0	0	5	0	0	0	5	0	0	0	0	0	0	0
6:45	7:45	12	1	0	0	331	16	12	0	42	0	0	0	0	0	0	0	49	1	0	0	5	0	0	0	6	0	0	0	0	0	0	0
7:00	8:00	16	1	0	0	322	14	16	0	54	1	0	0	0	0	0	0	50	1	0	0	4	0	0	0	6	0	0	0	0	0	0	0
7:15	8:15	12	0	0	0	328	11	19	1	61	2	0	0	0	0	0	0	44	1	0	2	4	0	0	0	8	0	0	0	0	0	0	0
7:30	8:30	18	0	0	0	336	12	22	1	85	2	0	0	0	0	0	0	42	2	0	2	6	0	0	0	10	0	0	0	0	0	0	0
7:45	8:45	20	0	0	0	372	10	20	3	97	2	0	0	0	0	0	0	32	3	0	3	10	0	0	0	11	2	0	0	0	0	0	0
8:00	9:00	17	0	0	0	372	10	19	3	83	1	0	0	0	0	0	0	40	3	0	3	10	0	0	0	12	2	0	0	0	0	0	0
8:15	9:15	19	0	0	0	369	9	15	2	75	1	0	0	0	0	0	0	43	4	0	1	12	0	0	0	11	2	0	0	0	0	0	0
8:30	9:30	16	0	0	0	393	8	11	2	49	2	0	0	1	0	0	0	36	4	0	2	11	0	0	0	9	2	0	0	0	0	0	0
8:45	9:45	17	0	1	0	341	11	11	0	30	2	0	0	1	0	0	0	43	3	0	1	11	0	0	0	9	0	0	0	0	0	0	0
9:00	10:00	18	0	1	0	378	12	12	0	31	2	0	0	2	0	0	0	34	5	0	2	10	0	0	1	6	1	0	0	0	0	0	0
9:15	10:15	24	0	1	0	362	14	11	0	30	3	0	0	2	0	0	0	29	3	0	2	10	0	0	1	5	1	0	0	0	0	0	0

Morning peak HOURLY COUNTS		9 LV	9 HV	9 Bus	9 Bic.	10 LV	10 HV	10 Bus	10 Bic.	11 LV	11 HV	11 Bus	11 Bic.	12 LV	12 HV	12 Bus	12 Bic.	13 LV	13 HV	13 Bus	13 Bic.	14 LV	14 HV	14 Bus	14 Bic.	15 LV	15 HV	15 Bus	15 Bic.	16 LV	16 HV	16 Bus	16 Bic.	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
6:30	7:30	12	1	0	0	304	8	6	6	5	0	0	0	0	0	0	0	13	0	0	0	3	0	0	1	7	0	0	0	0	0	0	0	701	1	0	12	2	21	8	0	7
6:45	7:45	16	2	0	0	418	10	12	8	7	1	0	0	0	0	0	0	19	0	0	0	4	0	0	1	10	0	0	0	0	0	0	0	983	1	2	14	2	25	13	4	11
7:00	8:00	20	3	0	0	471	11	14	10	10	1	0	1	0	0	0	0	16	0	0	0	4	0	0	0	8	0	0	0	0	0	0	0	1054	1	3	8	0	26	13	7	10
7:15	8:15	22	4	0	0	482	8	16	10	14	1	0	1	0	0	0	0	22	0	0	0	4	0	0	0	9	0	0	0	0	0	0	0	1086	0	4	7	0	31	17	7	11
7:30	8:30	31	5	0	0	493	13	18	10	20	1	0	1	0	0	0	0	21	0	0	0	8	1	0	1	10	0	0	1	0	0	0	0	1172	0	4	7	1	29	16	7	9
7:45	8:45	34	4	0	0	513	15	16	9	28	0	0	1	0	0	0	0	23	0	0	1	12	1	0	1	11	0	0	2	0	0	0	0	1256	0	3	8	1	30	17	5	6
8:00	9:00	28	2	0	0	514	17	17	7	23	0	0	0	0	0	0	0	29	0	0	1	11	1	0	1	15	0	0	2	0	0	0	0	1243	0	3	8	3	28	17	6	8
8:15	9:15	23	2	0	0	504	18	17	5	26	1	0	0	0	0	0	0	28	0	0	1	11	1	0	1	16	0	0	2	0	0	0	0	1219	1	2	6	4	18	15	7	5
8:30	9:30	12	1	0	0	485	17	17	4	26	1	0	0	0	0	0	0	31	0	0	1	8	0	0	0	13	0	0	1	0	0	0	0	1163	1	2	6	3	11	13	8	5
8:45	9:45	15	3	0	0	470	17	18	3	22	1	0	0	0	0	0	0	28	0	0	0	9	0	0	0	13	0	1	0	0	0	0	0	1081	1	1	5	3	14	13	8	5
9:00	10:00	16	3	0	0	446	19	14	2	28	1	0	0	0	0	0	0	22	0	0	0	9	0	0	0	9	1	1	0	0	0	0	0	1086	1	0	5	1	14	12	4	3
9:15	10:15	15	2	0	0	433	19	13	1	25	0	0	0	0	0	0	0	20	0	0	0	9	0	0	0	11	1	1	0	0	0	0	0	1048	0	0	6	1	15	12	3	3

C09 Weekday Mullens Street and Mansfield Street



FROM	TO	1 LV	1 HV	1 Bus	1 Bic.	2 LV	2 HV	2 Bus	2 Bic.	3 LV	3 HV	3 Bus	3 Bic.	4 LV	4 HV	4 Bus	4 Bic.	5 LV	5 HV	5 Bus	5 Bic.	6 LV	6 HV	6 Bus	6 Bic.	7 LV	7 HV	7 Bus	7 Bic.	8 LV	8 HV	8 Bus	8 Bic.
15:30 -	15:45	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 -	16:00	8	0	0	0	118	0	4	1	8	1	0	0	0	0	0	0	8	0	0	0	2	1	0	1	0	1	0	0	1	0	0	0
16:00 -	16:15	1	0	0	0	96	3	4	1	13	0	0	0	1	0	0	0	9	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0
16:15 -	16:30	3	0	0	0	93	0	3	1	15	2	0	0	0	0	0	0	13	0	0	0	3	0	0	0	2	1	0	0	0	0	0	0
16:30 -	16:45	4	0	0	0	96	1	2	1	14	0	0	0	0	0	0	0	6	1	0	0	1	0	0	0	3	0	0	0	0	0	0	0
16:45 -	17:00	2	0	0	0	112	1	4	1	12	1	0	0	0	0	0	0	5	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0
17:00 -	17:15	0	0	0	0	114	1	3	1	11	0	0	0	0	0	0	0	4	0	0	0	8	1	0	0	2	0	0	0	0	0	0	0
17:15 -	17:30	1	0	0	0	103	0	7	0	4	0	0	0	0	0	0	0	7	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
17:30 -	17:45	4	0	0	0	105	0	5	0	10	1	0	0	2	0	0	0	4	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
17:45 -	18:00	1	0	0	0	100	0	6	1	10	1	0	0	0	0	0	0	17	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
18:00 -	18:15	4	0	0	0	116	0	3	1	6	0	0	1	0	0	0	0	11	0	0	1	4	0	0	0	3	0	0	0	0	0	0	0
18:15 -	18:30	1	0	0	0	77	0	2	1	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
TOTAL		29	0	0	0	1137	7	43	9	104	6	0	1	3	0	0	0	88	2	0	1	34	2	0	1	15	3	0	0	1	0	0	0

FROM	TO	9 LV	9 HV	9 Bus	9 Bic.	10 LV	10 HV	10 Bus	10 Bic.	11 LV	11 HV	11 Bus	11 Bic.	12 LV	12 HV	12 Bus	12 Bic.	13 LV	13 HV	13 Bus	13 Bic.	14 LV	14 HV	14 Bus	14 Bic.	15 LV	15 HV	15 Bus	15 Bic.	16 LV	16 HV	16 Bus	16 Bic.	TOTAL
15:30 -	15:45	0	0	0	0	14	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	29
15:45 -	16:00	3	0	0	0	99	2	4	0	4	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	272
16:00 -	16:15	3	0	0	0	102	3	2	2	6	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	263
16:15 -	16:30	5	0	0	0	111	4	4	2	6	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	283
16:30 -	16:45	3	0	0	0	132	1	3	2	5	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	5	0	0	0	0	0	0	0	287
16:45 -	17:00	5	0	0	0	105	0	3	2	4	0	0	0	0	0	0	0	4	0	0	0	6	1	0	0	2	0	0	0	0	0	0	0	274
17:00 -	17:15	6	1	0	0	141	0	5	0	5	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	310
17:15 -	17:30	6	0	0	0	114	0	4	1	6	0	0	0	0	0	0	0	11	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	278
17:30 -	17:45	2	0	0	0	102	1	6	1	3	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0	263
17:45 -	18:00	5	0	0	0	130	0	4	2	2	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	1	0	0	2	0	0	0	0	293
18:00 -	18:15	7	0	0	0	88	0	4	1	1	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	259
18:15 -	18:30	1	0	0	0	50	0	4	0	2	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	152
TOTAL		46	1	0	0	1188	12	43	13	45	0	0	0	0	0	0	0	63	0	0	0	33	1	0	0	30	0	0	2	0	0	0	0	2963

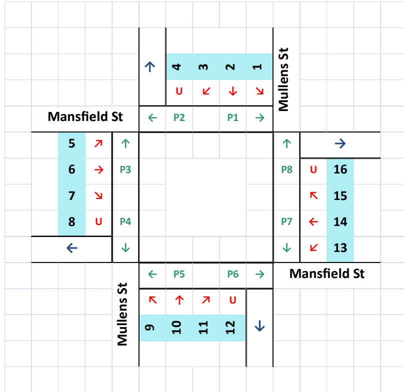
FROM	TO	P1	P2	P3	P4	P5	P6	P7	P8
15:30 -	15:45	1	0	0	0	0	0	0	0
15:45 -	16:00	2	0	3	1	0	1	2	1
16:00 -	16:15	0	0	0	0	8	5	1	0
16:15 -	16:30	0	1	1	1	4	2	1	2
16:30 -	16:45	0	0	0	1	7	4	1	0
16:45 -	17:00	2	2	1	0	7	1	0	0
17:00 -	17:15	0	0	1	3	8	2	0	2
17:15 -	17:30	0	0	3	2	5	3	1	0
17:30 -	17:45	0	0	2	2	10	2	2	0
17:45 -	18:00	0	0	1	2	7	4	0	0
18:00 -	18:15	0	0	5	3	7	3	0	0
18:15 -	18:30	0	0	0	2	8	2	3	0
TOTAL		5	3	17	17	71	29	11	5

Afternoon peak HOURLY COUNTS		1 LV	1 HV	1 Bus	1 Bic.	2 LV	2 HV	2 Bus	2 Bic.	3 LV	3 HV	3 Bus	3 Bic.	4 LV	4 HV	4 Bus	4 Bic.	5 LV	5 HV	5 Bus	5 Bic.	6 LV	6 HV	6 Bus	6 Bic.	7 LV	7 HV	7 Bus	7 Bic.	8 LV	8 HV	8 Bus	8 Bic.
15:30 -	16:30	12	0	0	0	314	4	11	3	36	3	0	0	1	0	0	0	32	1	0	0	9	1	0	1	2	2	0	0	1	0	0	0
15:45 -	16:45	16	0	0	0	403	4	13	4	50	3	0	0	1	0	0	0	36	2	0	0	10	1	0	1	5	2	0	0	1	0	0	0
16:00 -	17:00	10	0	0	0	397	5	13	4	54	3	0	0	1	0	0	0	33	2	0	0	9	0	0	0	7	2	0	0	0	0	0	0
16:15 -	17:15	9	0	0	0	415	3	12	4	52	3	0	0	0	0	0	0	28	1	0	0	13	1	0	0	9	2	0	0	0	0	0	0
16:30 -	17:30	7	0	0	0	425	3	16	3	41	1	0	0	0	0	0	0	22	1	0	0	15	1	0	0	8	1	0	0	0	0	0	0
16:45 -	17:45	7	0	0	0	434	2	19	2	37	2	0	0	2	0	0	0	20	0	0	0	17	1	0	0	6	1	0	0	0	0	0	0
17:00 -	18:00	6	0	0	0	422	1	21	2	35	2	0	0	2	0	0	0	32	0	0	0	18	1	0	0	5	0	0	0	0	0	0	0
17:15 -	18:15	10	0	0	0	424	0	21	2	30	2	0	1	2	0	0	0	39	0	0	1	14	0	0	0	6	0	0	0	0	0	0	0
17:30 -	18:30	10	0	0	0	398	0	16	3	27	2	0	1	2	0	0	0	34	0	0	1	10	0	0	0	5	0	0	0	0	0	0	0

Afternoon peak HOURLY COUNTS		9 LV	9 HV	9 Bus	9 Bic.	10 LV	10 HV	10 Bus	10 Bic.	11 LV	11 HV	11 Bus	11 Bic.	12 LV	12 HV	12 Bus	12 Bic.	13 LV	13 HV	13 Bus	13 Bic.	14 LV	14 HV	14 Bus	14 Bic.	15 LV	15 HV	15 Bus	15 Bic.	16 LV	16 HV	16 Bus	16 Bic.	TOTAL
15:30 -	16:30	11	0	0	0	326	10	10	4	17	0	0	0	0	0	0	0	21	0	0	0	8	0	0	0	7	0	0	0	0	0	0	0	847
15:45 -	16:45	14	0	0	0	444	10	13	6	21	0	0	0	0	0	0	0	24	0	0	0	9	0	0	0	12	0	0	0	0	0	0	0	1105
16:00 -	17:00	16	0	0	0	450	8	12	8	21	0	0	0	0	0	0	0	24	0	0	0	14	1	0	0	13	0	0	0	0	0	0	0	1107
16:15 -	17:15	19	1	0	0	489	5	15	6	20	0	0	0	0	0	0	0	20	0	0	0	13	1	0	0	13	0	0	0	0	0	0	0	1154
16:30 -	17:30	20	1	0	0	492	1	15	5	20	0	0	0	0	0	0	0	21	0	0	0	15	1	0	0	14	0	0	0	0	0	0	0	1149
16:45 -	17:45	19	1	0	0	462	1	18	4	18	0	0	0	0	0	0	0	21	0	0	0	17	1	0	0	13	0	0	0	0	0	0	0	1125
17:00 -	18:00	19	1	0	0	487	1	19	4	16	0	0	0	0	0	0	0	23	0	0	0	13	0	0	0	12	0	0	2	0	0	0	0	1144
17:15 -	18:15	20	0	0	0	434	1	18	5	12	0	0	0	0	0	0	0	25	0	0	0	14	0	0	0	10	0	0	2	0	0	0	0	1093
17:30 -	18:30	15	0	0	0	370	1	18	4	8	0	0	0	0	0	0	0	21	0	0	0	10	0	0	0	9	0	0	2	0	0	0	0	967

Afternoon peak HOURLY COUNTS		P1	P2	P3	P4	P5	P6	P7	P8
15:30 -	16:30	3	1	4	2	12	8	4	3
15:45 -	16:45	2	1	4	3	19	12	5	3
16:00 -	17:00	2	3	2	2	26	12	3	2
16:15 -	17:15	2	3	3	5	26	9	2	4
16:30 -	17:30	2	2	5	6	27	10	2	2
16:45 -	17:45	2	2	7	7	30	8	3	2
17:00 -	18:00	0	0	7	9	30	11	3	2
17:15 -	18:15	0	0	11	9	29	12	3	0
17:30 -	18:30	0	0	8	9	32	11	5	0

C09 Weekend Mullens Street and Mansfield Street



Attachment 1

FROM	-	TO	1 LV	1 HV	1 Bus	1 Bic.	2 LV	2 HV	2 Bus	2 Bic.	3 LV	3 HV	3 Bus	3 Bic.	4 LV	4 HV	4 Bus	4 Bic.	5 LV	5 HV	5 Bus	5 Bic.	6 LV	6 HV	6 Bus	6 Bic.	7 LV	7 HV	7 Bus	7 Bic.	8 LV	8 HV	8 Bus	8 Bic.
6:30	-	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	-	7:00	0	1	0	0	18	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
7:00	-	7:15	0	0	0	0	30	1	1	0	3	0	0	0	0	0	0	0	3	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0
7:15	-	7:30	2	0	0	0	45	0	0	2	3	0	0	0	0	0	0	0	7	1	0	0	4	0	0	0	2	0	0	0	0	0	0	0
7:30	-	7:45	1	0	0	0	49	0	0	1	10	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	3	1	0	0	0	0	0	0
7:45	-	8:00	1	0	0	0	70	2	1	2	3	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
8:00	-	8:15	1	0	0	0	53	2	2	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15	-	8:30	1	0	0	0	65	0	2	0	7	0	0	0	0	0	0	0	7	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
8:30	-	8:45	2	0	0	0	72	1	3	0	3	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
8:45	-	9:00	2	1	0	0	100	1	1	0	4	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
9:00	-	9:15	6	0	0	0	87	0	2	0	5	0	0	0	0	0	0	0	8	0	0	3	3	0	0	0	1	0	0	0	0	0	0	0
9:15	-	9:30	4	0	0	0	133	3	2	1	8	1	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:30	-	9:45	10	0	0	0	124	2	1	1	6	0	0	0	1	0	0	0	13	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
9:45	-	10:00	4	0	0	0	134	2	4	0	6	0	0	0	0	0	0	0	8	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0
10:00	-	10:15	2	0	0	0	125	0	1	1	11	0	0	0	0	0	0	0	12	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
10:15	-	10:30	6	0	0	0	140	2	3	0	7	0	0	0	0	0	0	0	8	0	0	0	2	1	0	0	2	0	0	0	0	0	0	0
10:30	-	10:45	2	0	0	0	110	1	2	0	12	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0
10:45	-	11:00	4	0	0	0	125	1	1	0	7	0	0	0	1	0	0	0	6	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
11:00	-	11:15	2	0	0	0	102	0	3	0	10	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
11:15	-	11:30	4	0	0	0	116	3	2	0	9	0	0	0	0	0	0	0	10	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0
11:30	-	11:45	3	0	0	0	90	3	1	0	16	0	0	0	0	0	0	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
11:45	-	12:00	1	0	0	0	135	0	2	0	12	0	0	0	0	0	0	0	12	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0
TOTAL			58	2	0	0	1923	24	35	8	145	2	0	0	2	0	0	0	142	2	0	4	44	2	0	0	31	3	0	0	0	0	0	0

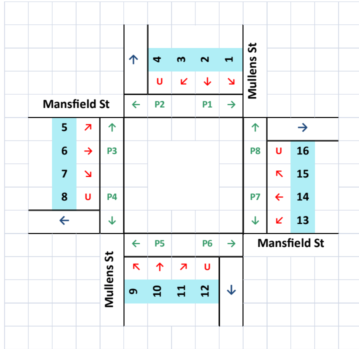
FROM	-	TO	9 LV	9 HV	9 Bus	9 Bic.	10 LV	10 HV	10 Bus	10 Bic.	11 LV	11 HV	11 Bus	11 Bic.	12 LV	12 HV	12 Bus	12 Bic.	13 LV	13 HV	13 Bus	13 Bic.	14 LV	14 HV	14 Bus	14 Bic.	15 LV	15 HV	15 Bus	15 Bic.	16 LV	16 HV	16 Bus	16 Bic.	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
6:30	-	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:45	-	7:00	2	0	0	0	30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	0	1	0	0	1	1	1	2
7:00	-	7:15	1	0	0	0	41	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	88	0	0	2	0	0	1	0	3
7:15	-	7:30	2	0	0	0	51	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121	0	0	0	0	2	4	1	7
7:30	-	7:45	2	0	0	0	76	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	152	0	0	2	1	2	0	2	0
7:45	-	8:00	2	0	0	0	93	0	1	1	3	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	191	0	0	3	1	2	0	0	0
8:00	-	8:15	0	0	0	0	82	1	1	0	4	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	165	0	0	2	3	3	1	2	2
8:15	-	8:30	2	0	0	0	74	2	2	1	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	176	0	0	1	0	1	1	0	2
8:30	-	8:45	2	0	0	0	96	1	2	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	197	0	1	0	0	2	3	1	0
8:45	-	9:00	3	0	0	0	98	1	0	0	2	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	232	0	0	0	1	0	0	0	2
9:00	-	9:15	4	0	0	0	106	0	2	0	2	0	0	0	0	0	0	0	4	0	0	0	2	1	0	0	4	0	0	0	0	0	0	0	240	0	1	0	0	3	1	0	1
9:15	-	9:30	7	0	0	0	111	1	2	0	3	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	6	0	0	0	0	0	0	0	292	1	0	0	0	1	4	0	1
9:30	-	9:45	4	0	0	0	158	0	3	1	6	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	6	1	0	0	0	0	0	0	346	0	0	4	3	7	7	2	2
9:45	-	10:00	2	0	0	0	125	0	1	0	5	0	0	0	0	0	0	0	11	0	0	0	6	0	0	0	8	0	0	0	0	0	0	0	320	0	0	3	0	4	4	1	0
10:00	-	10:15	2	0	0	0	157	1	2	0	5	0	0	0	0	0	0	0	10	0	0	0	1	0	0	0	7	1	0	0	0	0	0	0	342	2	0	1	0	6	4	1	0
10:15	-	10:30	5	1	0	0	166	3	3	0	5	0	0	0	0	0	0	0	6	0	0	0	3	0	0	1	5	1	0	0	0	0	0	0	370	0	0	0	3	3	8	0	3
10:30	-	10:45	5	0	0	0	148	0	1	0	5	0	0	0	0	0	0	0	14	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	320	0	0	1	1	6	2	2	6
10:45	-	11:00	10	0	0	0	140	1	3	0	4	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	322	0	0	1	0	4	2	2	2
11:00	-	11:15	0	0	0	0	138	0	2	1	4	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	6	0	0	0	0	0	0	0	284	0	0	1	1	2	2	0	1
11:15	-	11:30	4	0	0	0	147	3	2	0	1	0	0	0	0	0	0	0	4	0	0	0	2	1	0	0	3	1	0	0	0	0	0	0	316	0	0	1	0	3	2	2	2
11:30	-	11:45	7	0	0	0	130	3	1	0	3	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	6	1	0	0	0	0	0	0	284	1	1	1	3	0	7	2	0
11:45	-	12:00	4	0	0	0	118	0	3	0	4	0	0	0	0	0	0	0	9	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	312	0	0	0	1	2	2	1	0
TOTAL			70	1	0	0	2285	21	31	7	57	0	0	1	0	0	0	0	110	1	0	0	41	2	0	1	68	5	0	0	0	0	0	0	5128	4	4	23	18	54	56	20	36

Morning peak HOURLY COUNTS

FROM	-	TO	1 LV	1 HV	1 Bus	1 Bic.	2 LV	2 HV	2 Bus	2 Bic.	3 LV	3 HV	3 Bus	3 Bic.	4 LV	4 HV	4 Bus	4 Bic.	5 LV	5 HV	5 Bus	5 Bic.	6 LV	6 HV	6 Bus	6 Bic.	7 LV	7 HV	7 Bus	7 Bic.	8 LV	8 HV	8 Bus	8 Bic.
6:30	-	7:30	2	1	0	0	93	1	2	2	6	1	0	0	0	0	0	0	10	2	0	0	7	1	0	0	4	1	0	0	0	0	0	0
6:45	-	7:45	3	1	0	0	142	1	2	3	16	1	0	0	0	0	0	0	13	2	0	0	9	1	0	0	7	2	0	0	0	0	0	0
7:00	-	8:00	4	0	0	0	194	3	2	5	19	0	0	0	0	0	0	0	19	2	0	0	8	1	0	0	6	2	0	0	0	0	0	0
7:15	-	8:15	5	0	0	0	217	4	3	5	19	0	0	0	0	0	0	0	21	1	0	0	7	0	0	0	7	1	0	0	0	0	0	0
7:30	-	8:30	4	0	0	0	237	4	5	3	23	0	0	0	0	0	0	0	21	0	0	0	7	0	0	0	6	1	0	0	0	0	0	0
7:45	-	8:45	5	0	0	0	260	5	8	2	16	0	0	0	0	0	0	0	25	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0
8:00	-	9:00	6	1	0	0	290	4	8	0	17	0	0	0	0	0	0	0	23	0	0	0	7	0	0	0	5	0	0	0	0	0	0	0
8:15	-	9:15	11	1	0	0	324	2	8	0	19	0	0	0	0	0	0	0	26	0	0	3	10	0	0	0	5	0	0	0	0	0	0	0
8:30	-	9:30	14	1	0	0	392	5	8	1	20	1	0	0	0	0	0	0	22	0	0	3	7	0	0	0	4	0	0	0	0	0	0	0
8:45	-	9:45	22	1	0	0	444	6	6	2	23	1	0	0	1	0	0	0	28	0	0	3	9	0	0	0	3	0	0	0	0	0	0	0
9:00	-	10:00	24	0	0	0	478	7	9	2	25	1	0	0	1	0	0	0	32	0	0	4	9	0	0	0	2	0	0	0	0	0	0	0
9:15	-	10:15	20	0	0	0	516	7	8	3	31	1	0	0	1	0	0	0	36	0	0	1	7	0	0	0	4	0	0	0	0	0	0	0
9:30	-	10:30	22	0	0	0	523	6	9	2	30	0	0	0	1	0	0	0	41	0	0	1	8	1	0	0	6	0	0	0	0	0	0	0
9:45	-	10:45	14	0	0	0	509	5	10	1	36	0	0	0	0	0	0	0	34	0	0	1	10	1	0	0	9	0	0	0	0	0	0	0
10:00	-	11:00	14	0	0	0	500	4	7	1	37	0	0	0	1	0	0	0	32	0	0	0	9	1	0	0	11	0	0	0	0	0	0	0
10:15	-	11:15	14	0	0	0	477	4	9	0	36	0	0	0	1	0	0	0	25	0	0	0	10	1	0	0	8	0	0	0	0	0	0	0
10:30	-	11:30	12	0	0	0	453	5	8	0	38	0	0	0	1	0	0	0	27	0	0	0	10	0	0	0	7	1	0	0	0	0	0	0
10:45	-	11:45	13	0	0	0	433	7	7	0	42	0	0	0	1	0	0	0	30	0	0	0	7	0	0	0	4	1	0	0	0	0	0	0
11:00	-	12:00	10	0	0	0	443	6	8	0	47	0	0	0	0	0	0	0	36	0	0	0	9	0	0	0	5	1	0	0	0	0	0	0

FROM	-	TO	9 LV	9 HV	9 Bus	9 Bic.	10 LV	10 HV	10 Bus	10 Bic.	11 LV	11 HV	11 Bus	11 Bic.	12 LV	12 HV	12 Bus	12 Bic.	13 LV	13 HV	13 Bus	13 Bic.	14 LV	14 HV	14 Bus	14 Bic.	15 LV	15 HV	15 Bus	15 Bic.	16 LV	16 HV	16 Bus	16 Bic.	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
6:30	-	7:30	5	0	0	0	122	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	267								
6:45	-	7:45	7	0	0	0	198	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	419	0	1	4	1	5	6	4	12
7:00	-	8:00	7	0	0	0	261	4	1	3	4	0	0	1	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	552	0	0	7	2	6	5	3	10
7:15	-	8:15	6	0	0	0	302	3	2	2	8	0	0	1	0	0	0	0	7	0	0	0	7	0	0	0	1	0	0	0	0	0	0	0	629	0	0	7	5	9	5	5	9
7:30	-	8:30	6	0	0	0	325	5	4	2	7	0	0	1	0	0	0	0	11	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0	684	0	0	8	5	8	2	4	4
7:45	-	8:45	6	0	0	0	345	4	6	2	7	0	0	1	0	0	0	0	13	1	0	0	10	0	0	0	3	0	0	0	0	0	0	0	729	0	1	6	4	8	5	3	4
8:00	-	9:00	7	0	0	0	350	5	5	1	6	0	0	0	0	0	0	0	18	1	0	0	10	0	0	0	6	0	0	0	0	0	0	0	770	0	1	3	4	6	5	3	6
8:15	-	9:15	11	0	0	0	374	4	6	1	4	0	0	0	0	0	0	0	18	1	0	0	7	1	0	0	9	0	0	0	0	0	0	0	845	0	2	1	1	6	5	1	5
8:30	-	9:30	16	0	0	0	411	3	6	0	7	0	0	0	0	0	0	0	18	1	0	0	6	1	0	0	14	0	0	0	0	0	0	0	961	1	2	0	1	6	8	1	4
8:45	-	9:45	18	0	0	0	473	2	7	1	13	0	0	0	0	0	0	0	20	0	0	0	6	1	0	0	19	1	0	0	0	0	0	0	1110	1	1	4	4	11	12	2	6
9:00	-	10:00	17	0	0	0	500	1	8	1	16	0	0	0	0	0	0	0	23	0	0	0	12	1	0	0	24	1	0	0	0	0	0	0	1198	1	1	7	3	15	16	3	4
9:15	-	10:15	15	0	0	0	551	2	8	1	19	0	0	0	0	0	0	0	29	0	0	0	11	0	0	0	27	2	0	0	0	0	0	0	1300	3	0	8	3	18	19	4	3
9:30	-	10:30	13	1	0	0	606	4	9	1	21	0	0	0	0	0	0	0	31	0	0	0	12	0	0	1	26	3	0	0	0	0	0	0	1378	2	0	8	6	20	23	4	5
9:45	-	10:45	14	1	0	0	596	4	7	0	20	0	0	0	0	0	0	0	41	0	0	0	14	0	0	1	22	2	0	0	0	0	0	0	1352	2	0	5	4	19	18	4	9
10:00	-	11:00	22	1	0	0	611	5	9	0	19	0	0	0	0	0	0	0	39	0	0	0	8	0	0	1	20	2	0	0	0	0	0	0	1354	2	0	3	4	19	16	5	11
10:15	-	11:15	20	1	0	0	592	4	9	1	18	0	0	0	0	0	0	0	36	0	0	0	9	0	0	1	19	1	0	0	0	0	0	0	1296	0	0	3	5	15	14	4	12
10:30	-	11:30	19	0	0	0	573	4	8	1	14	0	0	0	0	0	0	0	34	0	0	0	8	1	0	0	17	1	0	0	0	0	0	0	1242	0	0	4	2	15	8	6	11
10:45	-	11:45	21	0	0	0	555	7	8	1	12	0	0	0	0	0	0	0	27	0	0	0	6	1	0	0	21	2	0	0	0	0	0	0	1206	1	1	4	4	9	13	6	5
11:00	-	12:00	15	0	0	0	533	6	8	1	12	0	0	0	0	0	0	0	27	0	0	0	8	1	0	0	18	2	0	0	0	0	0	0	1196	1	1	3	5	7	13	5	3

C09 Weekend Mullens Street and Mansfield Street



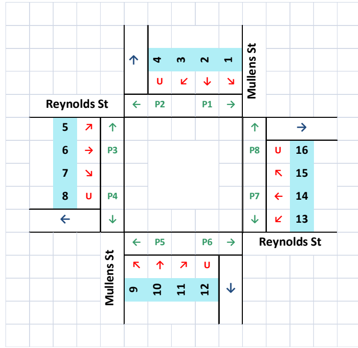
FROM	TO	1				2				3				4				5				6				7				8			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00	12:15	8	0	0	0	104	1	3	1	10	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
12:15	12:30	7	0	0	0	126	1	1	0	13	1	0	0	0	0	0	0	13	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
12:30	12:45	4	0	0	0	141	1	2	0	12	0	0	0	0	0	0	0	6	2	0	0	1	0	0	2	4	0	0	0	0	0	0	0
12:45	13:00	1	0	0	0	112	0	2	0	14	0	0	0	0	0	0	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:00	13:15	5	1	0	0	119	2	3	0	6	0	0	0	0	0	0	0	6	0	0	1	3	0	0	0	2	0	0	0	0	0	0	0
13:15	13:30	5	0	0	0	130	1	1	0	10	0	0	0	0	0	0	0	8	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
13:30	13:45	3	0	0	0	130	2	2	0	9	0	0	0	0	0	0	0	13	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
13:45	14:00	4	0	0	0	115	2	2	0	13	0	0	0	0	0	0	0	11	1	0	0	1	0	0	0	7	0	0	0	0	0	0	0
14:00	14:15	4	0	0	0	135	2	1	0	10	0	0	0	0	0	0	0	11	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:15	14:30	2	0	0	0	104	2	3	0	12	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0
14:30	14:45	3	0	0	0	121	1	1	0	7	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	15:00	4	0	0	0	106	0	2	0	9	0	0	0	0	0	0	0	6	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0
15:00	15:15	1	0	0	0	78	0	3	0	7	1	0	0	0	0	0	0	6	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	114	1	2	0	8	0	0	0	0	0	0	0	9	1	0	0	2	0	0	0	4	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	125	1	3	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
15:45	16:00	3	0	0	0	76	1	1	0	6	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
TOTAL		54	1	0	0	1836	18	32	1	149	2	0	0	0	0	0	0	129	4	0	1	27	0	0	3	37	1	0	0	0	0	0	0

FROM	TO	9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	12:15	7	1	0	0	142	3	1	0	4	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	311	0	2	0	1	2	6	1	0
12:15	12:30	10	1	0	0	164	2	1	0	1	0	0	0	0	0	0	0	11	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	361	0	0	1	2	5	4	1	2
12:30	12:45	5	0	0	0	120	3	4	2	3	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	327	0	0	3	1	1	6	1	3
12:45	13:00	4	0	0	0	148	0	2	0	3	0	0	0	0	0	0	0	15	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	317	0	1	0	0	2	3	0	1
13:00	13:15	6	0	0	0	113	1	2	2	4	0	0	0	0	0	0	0	9	0	0	0	6	0	0	0	5	0	0	0	0	0	0	0	296	0	0	4	0	4	2	0	2
13:15	13:30	7	0	0	0	124	2	2	0	3	0	0	0	0	0	0	0	6	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	311	0	0	0	0	4	2	2	2
13:30	13:45	1	1	0	0	118	1	3	0	2	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	298	0	1	0	1	8	4	0	1
13:45	14:00	4	0	0	1	127	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	2	1	0	0	2	0	0	0	0	0	0	0	299	0	0	2	4	2	6	0	0
14:00	14:15	0	0	0	0	138	0	1	0	3	0	0	0	0	0	0	0	11	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	324	0	0	2	2	4	1	1	0
14:15	14:30	2	0	0	0	124	3	3	0	4	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	275	0	0	0	0	5	0	1	0
14:30	14:45	1	0	0	0	100	3	2	2	3	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	255	0	0	0	1	3	1	0	0
14:45	15:00	5	0	0	0	112	3	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	259	0	0	0	0	4	2	4	1
15:00	15:15	3	0	0	0	93	2	1	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	207	0	0	0	4	5	0	1	0
15:15	15:30	6	0	0	0	114	1	2	1	5	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	279	0	0	1	0	3	6	0	2
15:30	15:45	3	0	0	0	108	0	2	1	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	272	0	0	1	2	4	2	0	0
15:45	16:00	5	0	0	0	113	1	2	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	231	0	0	0	0	6	2	3	0
TOTAL		69	3	0	1	1958	25	31	8	40	0	0	0	0	0	0	0	97	0	0	0	42	2	0	1	50	0	0	0	0	0	0	0	10062	4	8	37	37	118	105	36	50

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00	13:00	20	0	0	0	483	3	8	1	49	1	0	0	0	0	0	0	37	2	0	0	9	0	0	2	6	0	0	0	0	0	0	0
12:15	13:15	17	1	0	0	498	4	8	0	45	1	0	0	0	0	0	0	33	2	0	1	9	0	0	2	6	0	0	0	0	0	0	0
12:30	13:30	15	1	0	0	502	4	8	0	42	0	0	0	0	0	0	0	28	2	0	1	8	0	0	2	9	0	0	0	0	0	0	0
12:45	13:45	14	1	0	0	491	5	8	0	39	0	0	0	0	0	0	0	35	0	0	1	9	0	0	0	5	1	0	0	0	0	0	0
13:00	14:00	17	1	0	0	494	7	8	0	38	0	0	0	0	0	0	0	38	1	0	1	8	0	0	0	12	1	0	0	0	0	0	0
13:15	14:15	16	0	0	0	510	7	6	0	42	0	0	0	0	0	0	0	43	1	0	0	7	0	0	0	10	1	0	0	0	0	0	0
13:30	14:30	13	0	0	0	484	8	8	0	44	0	0	0	0	0	0	0	39	1	0	0	7	0	0	0	12	1	0	0	0	0	0	0
13:45	14:45	13	0	0	0	475	7	7	0	42	0	0	0	0	0	0	0	31	1	0	0	5	0	0	0	12	0	0	0	0	0	0	0
14:00	15:00	13	0	0	0	466	5	7	0	38	0	0	0	0	0	0	0	26	0	0	0	6	0	0	1	6	0	0	0	0	0	0	0
14:15	15:15	10	0	0	0	409	3	9	0	35	1	0	0	0	0	0	0	21	0	0	0	5	0	0	1	8	0	0	0	0	0	0	0
14:30	15:30	8	0	0	0	419	2	8	0	31	1	0	0	0	0	0	0	26	1	0	0	5	0	0	1	7	0	0	0	0	0	0	0
14:45	15:45	5	0	0	0	423	2	10	0	27	1	0	0	0	0	0	0	27	1	0	0	5	0	0	1	12	0	0	0	0	0	0	0
15:00	16:00	4	0	0	0	393	3	9	0	24	1	0	0	0	0	0	0	28	1	0	0	4	0	0	0	13	0	0	0	0	0	0	0

Afternoon peak HOURLY COUNTS		9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	13:00	26	2	0	0	574	8	8	2	11	0	0	0	0	0	0	0	40	0	0	0	8	1	0	0	15	0	0	0	0	0	0	0	1316	0	3	4	4	10	19	3	6
12:15	13:15	25	1	0	0	545	6	9	4	11	0	0	0	0	0	0	0	44	0	0	0	13	1	0	0	15	0	0	0	0	0	0	0	1301	0	1	8	3	12	15	2	8
12:30	13:30	22	0	0	0	505	6	10	4	13	0	0	0	0	0	0	0	39	0	0	0	14	0	0	0	16	0	0	0	0	0	0	0	1251	0	1	7	1	11	13	3	8
12:45	13:45	18	1	0	0	503	4	9	2	12	0	0	0	0	0	0	0	35	0	0	0	14	0	0	0	15	0	0	0	0	0	0	0	1222	0	2	4	1	18	11	2	6
13:00	14:00	18	1	0	1	482	4	8	2	9	0	0	0	0	0	0	0	25	0	0	0	14	1	0	0	13	0	0	0	0	0	0	0	1204	0	1	6	5	18	14	2	5
13:15	14:15	12	1	0	1	507	3	7	0	8	0	0	0	0	0	0	0	27	0	0	0	10	1	0	0	12	0	0	0	0	0	0	0	1232	0	1	4	7	18	13	3	3
13:30	14:30	7	1	0	1	507	4	8	0	9	0	0	0	0	0	0	0	24	0	0	0	9	1	0	0	8	0	0	0	0	0	0	0	1196	0	1	4	7	19	11	2	1
13:45	14:45	7	0	0	1	489	6	7	2	10	0	0	0	0	0	0	0	21	0	0	0	9	1	0	0	7	0	0	0	0	0	0	0	1153	0	0	4	7	14	8	2	0
14:00	15:00	8	0	0	0	474	9	8	2	10	0	0	0	0	0	0	0	18	0	0	0	7	0	0	1	8	0	0	0	0	0	0	0	1113	0	0	2	3	16	4	6	1
14:15	15:15	11	0	0	0	429	11	8	2	8	0	0	0	0	0	0	0	8	0	0	0	8	0	0	1	8	0	0	0	0	0	0	0	996	0	0	0	5	17	3	6	1
14:30	15:30	15	0	0	0	419	9	7	3	9	0	0	0	0	0	0	0	8	0	0	0	9	0	0	1	11	0	0	0	0	0	0	0	1000	0	0	1	5	15	9	5	3
14:45	15:45	17	0	0	0	427	6	7	2	10	0	0	0	0	0	0	0	10	0	0	0	10	0	0	1	13	0	0	0	0	0	0	0	1017	0	0	2	6	16	10	5	3
15:00	16:00	17	0	0	0	428	4	7	2	10	0	0	0	0	0	0	0	14	0	0	0	13	0	0	0	14	0	0	0	0	0	0	0	989	0	0	2	6	18	10	4	2

C10 Weekday Mullens Street and Reynolds Street



FROM	TO	1				2				3				4			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	1	0	0	79	5	2	1	7	1	0	0	0	0	0	0
6:45	7:00	5	0	0	0	81	4	2	0	3	1	0	1	0	0	0	0
7:00	7:15	2	0	0	0	83	4	4	0	4	1	0	0	0	0	0	0
7:15	7:30	4	0	0	0	55	0	4	0	7	0	0	0	0	0	0	0
7:30	7:45	1	1	0	0	96	5	4	0	4	0	0	0	0	0	0	0
7:45	8:00	3	0	0	0	72	2	7	0	16	0	0	0	0	0	0	0
8:00	8:15	1	0	0	0	84	2	5	0	14	0	0	0	0	0	0	0
8:15	8:30	2	0	0	0	89	2	8	0	13	0	0	0	0	0	0	0
8:30	8:45	4	0	0	0	117	4	3	3	18	0	0	0	0	0	0	0
8:45	9:00	3	0	0	0	90	2	3	0	11	0	0	0	0	0	0	0
9:00	9:15	4	0	0	0	82	2	4	0	11	0	0	0	0	0	0	0
9:15	9:30	3	0	0	0	71	1	2	1	8	0	0	0	0	0	0	0
9:30	9:45	3	0	0	0	89	5	1	1	7	0	0	0	0	0	0	0
TOTAL		35	2	0	0	1088	38	49	6	123	3	0	1	0	0	0	0

FROM	TO	5				6				7				8			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0
6:45	7:00	6	0	0	0	12	0	0	1	2	1	0	0	0	0	0	0
7:00	7:15	14	0	0	0	12	0	0	0	6	2	0	0	0	0	0	0
7:15	7:30	20	0	0	0	10	0	0	0	3	0	0	0	0	0	0	0
7:30	7:45	19	0	0	0	8	0	0	0	2	0	0	0	0	0	0	0
7:45	8:00	16	0	0	0	14	0	0	1	2	0	0	0	0	0	0	0
8:00	8:15	20	0	0	0	13	0	0	0	1	0	0	0	0	0	0	0
8:15	8:30	35	0	0	1	19	0	0	0	3	0	0	0	0	0	0	0
8:30	8:45	45	0	0	0	19	0	0	0	8	0	0	0	0	0	0	0
8:45	9:00	20	0	0	0	13	0	0	0	6	1	0	0	0	0	0	0
9:00	9:15	12	0	0	0	10	0	0	0	5	0	0	0	0	0	0	0
9:15	9:30	10	0	0	0	8	0	0	0	1	0	0	0	0	0	0	0
9:30	9:45	10	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0
TOTAL		227	1	0	1	152	0	0	2	41	4	0	0	0	0	0	0

FROM	TO	9				10				11				12			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	3	0	0	0	78	5	3	1	5	0	0	0	0	0	0	0
6:45	7:00	3	0	0	0	75	2	3	1	0	0	0	0	0	0	0	0
7:00	7:15	7	0	0	0	106	3	2	3	0	0	0	0	0	0	0	0
7:15	7:30	8	0	0	0	104	1	4	2	0	0	0	0	0	0	0	0
7:30	7:45	8	0	0	0	101	3	5	3	0	0	0	0	0	0	0	0
7:45	8:00	6	0	0	0	120	5	3	4	1	0	0	0	0	0	0	0
8:00	8:15	4	0	0	0	110	2	3	0	2	0	0	0	0	0	0	0
8:15	8:30	5	0	0	0	95	5	5	2	1	0	0	0	0	0	0	0
8:30	8:45	11	0	0	0	109	4	2	1	1	0	0	0	0	0	0	0
8:45	9:00	9	0	0	0	113	5	5	2	0	0	0	0	0	0	0	0
9:00	9:15	12	0	0	0	118	4	5	0	2	0	0	0	0	0	0	0
9:15	9:30	4	0	0	1	88	4	3	1	0	0	0	0	0	0	0	0
9:30	9:45	5	1	0	0	127	5	5	0	1	0	0	0	0	0	0	0
TOTAL		85	1	0	1	1344	48	48	20	13	0	0	0	0	0	0	0

FROM	TO	13				14				15				16				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202
6:45	7:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	205
7:00	7:15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	257
7:15	7:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223
7:30	7:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262
7:45	8:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
8:00	8:15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265
8:15	8:30	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	294
8:30	8:45	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	355
8:45	9:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	292
9:00	9:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	274
9:15	9:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208
9:30	9:45	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	275
TOTAL		48	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3385

FROM	TO	P1	P2	P3	P4	P5	P6	P7	P8
6:00	6:15	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0
6:30	6:45	0	1	1	0	0	0	0	0
6:45	7:00	0	0	1	0	0	0	4	1
7:00	7:15	0	0	3	0	0	0	1	0
7:15	7:30	0	2	2	0	0	0	1	7
7:30	7:45	0	1	6	0	0	0	3	2
7:45	8:00	0	0	4	3	2	0	9	4
8:00	8:15	0	1	3	0	0	0	9	7
8:15	8:30	0	0	0	1	0	0	10	6
8:30	8:45	0	0	2	0	0	0	4	4
8:45	9:00	0	0	2	0	0	0	6	1
9:00	9:15	0	0	1	0	0	0	0	2
9:15	9:30	1	3	2	2	0	0	0	2
9:30	9:45	0	0	2	1	0	0	2	5
TOTAL		1	8	29	7	2	0	49	41

Morning peak HOURLY COUNTS		1				2				3				4			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
6:00	7:00	5	1	0	0	160	9	4	1	10	2	0	1	0	0	0	0
6:15	7:15	7	1	0	0	243	13	8	1	14	3	0	1	0	0	0	0
6:30	7:30	11	1	0	0	298	13	12	1	21	3	0	1	0	0	0	0
6:45	7:45	12	1	0	0	315	13	14	0	18	2	0	1	0	0	0	0
7:00	8:00	10	1	0	0	306	11	19	0	31	1	0	0	0	0	0	0
7:15	8:15	9	1	0	0	307	9	20	0	41	0	0	0	0	0	0	0
7:30	8:30	7	1	0	0	341	11	24	0	47	0	0	0	0	0	0	0
7:45	8:45	10	0	0	0	362	10	23	3	61	0	0	0	0	0	0	0
8:00	9:00	10	0	0	0	380	10	19	3	56	0	0	0	0	0	0	0
8:15	9:15	13	0	0	0	378	10	18	3	53	0	0	0	0	0	0	0
8:30	9:30	14	0	0	0	360	9	12	4	48	0	0	0	0	0	0	0
8:45	9:45	13	0	0	0	332	10	10	2	37	0	0	0	0	0	0	0

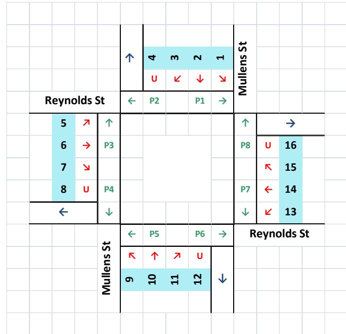
Morning peak HOURLY COUNTS		5				6				7				8			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
6:00	7:00	6	0	0	0	18	0	0	1	4	1	0	0	0	0	0	0
6:15	7:15	20	0	0	0	30	0	0	1	10	3	0	0	0	0	0	0
6:30	7:30	40	0	0	0	40	0	0	1	13	3	0	0	0	0	0	0
6:45	7:45	59	0	0	0	42	0	0	1	13	3	0	0	0	0	0	0
7:00	8:00	69	0	0	0	44	0	0	1	13	2	0	0	0	0	0	0
7:15	8:15	75	0	0	0	45	0	0	1	8	0	0	0	0	0	0	0
7:30	8:30	90	0	0	1	54	0	0	1	8	0	0	0	0	0	0	0
7:45	8:45	116	0	0	1	65	0	0	1	14	0	0	0	0	0	0	0
8:00	9:00	120	0	0	1	64	0	0	0	18	1	0	0	0	0	0	0
8:15	9:15	112	0	0	1	61	0	0	0	22	1	0	0	0	0	0	0
8:30	9:30	87	0	0	0	50	0	0	0	20	1	0	0	0	0	0	0
8:45	9:45	52	1	0	0	39	0	0	0	12	1	0	0	0	0	0	0

Morning peak HOURLY COUNTS		9				10				11				12			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
6:00	7:00	6	0	0	0	153	7	6	2	5	0	0	0	0	0	0	0
6:15	7:15	13	0	0	0	259	10	8	5	5	0	0	0	0	0	0	0
6:30	7:30	21	0	0	0	363	11	12	7	5	0	0	0	0	0	0	0
6:45	7:45	26	0	0	0	386	9	14	9	0	0	0	0	0	0	0	0
7:00	8:00	29	0	0	0	431	12	14	12	1	0	0	0	0	0	0	0
7:15	8:15	26	0	0	0	435	11	15	9	3	0	0	0	0	0	0	0
7:30	8:30	23	0	0	0	426	15	16	9	4	0	0	0	0	0	0	0
7:45	8:45	26	0	0	0	434	16	13	7	5	0	0	0	0	0	0	0
8:00	9:00	29	0	0	0	427	16	15	5	4	0	0	0	0	0	0	0
8:15	9:15	37	0	0	0	435	18	17	5	4	0	0	0	0	0	0	0
8:30	9:30	36	0	0	1	428	17	15	4	3	0	0	0	0	0	0	0
8:45	9:45	30	1	0	1	446	18	18	3	3	0	0	0	0	0	0	0

Morning peak HOURLY COUNTS		13				14				15				16				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:00	7:00	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	407
6:15	7:15	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	664
6:30	7:30	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	887
6:45	7:45	8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	947
7:00	8:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1015
7:15	8:15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1023
7:30	8:30	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1094
7:45	8:45	19	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1187
8:00	9:00	27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1206
8:15	9:15	26	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1215
8:30	9:30	19	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1129
8:45	9:45	19	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1049

Morning peak HOURLY COUNTS		P1	P2	P3	P4	P5	P6	P7	P8
6:00	7:00	0	1	2	0	0	0	4	1
6:15	7:15	0	1	5	0	0	0	5	1
6:30	7:30	0	3	7	0	0	0	6	8
6:45	7:45	0	3	12	0	0	0	9	10
7:00	8:00	0	3	15	3	2	0	14	13
7:15	8:15	0	4	15	3	2	0	22	20
7:30	8:30	0	2	13	4	2	0	31	19
7:45	8:45	0	1	9	4	2	0	32	21
8:00	9:00	0	1	7	1	0	0	29	18
8:15	9:15	0	0	5	1	0	0	20	13
8:30	9:30	1	3	7	2	0	0	10	9
8:45	9:45	1	3	7	3	0	0	8	10

C10 Weekday Mullens Street and Reynolds Street



FROM	-	TO	1				2				3				4				5				6			
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
16:30	-	16:45	6	0	0	0	71	1	2	1	7	0	0	0	0	0	0	0	9	0	0	0	6	0	0	0
16:45	-	17:00	5	0	0	0	88	0	0	1	20	0	0	1	0	0	0	0	26	0	0	0	7	0	0	0
17:00	-	17:15	5	0	0	0	110	1	3	1	11	0	0	0	0	0	0	0	27	0	0	0	14	0	0	0
17:15	-	17:30	10	0	0	0	102	0	5	0	11	0	0	0	0	0	0	0	9	0	0	0	11	0	0	0
17:30	-	17:45	4	0	0	0	88	2	4	0	9	0	0	0	0	0	0	0	12	0	0	0	6	0	0	0
17:45	-	18:00	4	0	0	0	96	0	5	1	7	0	0	0	0	0	0	0	14	0	0	0	5	0	0	0
18:00	-	18:15	4	0	0	0	93	0	5	1	10	0	0	0	0	0	0	0	12	0	0	0	8	0	0	0
18:15	-	18:30	4	0	0	0	118	2	3	1	14	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0
18:30	-	18:45	4	0	0	0	90	0	2	1	5	0	0	0	0	0	0	0	6	0	0	0	7	0	0	0
18:45	-	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			46	0	0	0	856	6	29	7	94	0	0	1	0	0	0	0	122	0	0	0	71	0	0	0

FROM	-	TO	7				8				9				10				11				12			
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
16:30	-	16:45	3	0	0	0	0	0	0	0	3	0	0	0	94	0	2	0	0	0	0	0	0	0	0	0
16:45	-	17:00	13	0	0	0	0	0	0	0	9	0	0	0	82	0	3	2	1	0	0	0	0	0	0	0
17:00	-	17:15	4	0	0	0	0	0	0	0	9	0	0	0	126	0	5	0	3	0	0	0	0	0	0	0
17:15	-	17:30	4	0	0	0	0	0	0	0	5	0	0	0	108	1	4	1	0	0	0	0	0	0	0	0
17:30	-	17:45	1	0	0	0	0	0	0	0	5	0	0	1	98	0	5	1	0	0	0	0	0	0	0	0
17:45	-	18:00	3	0	0	0	0	0	0	0	1	0	0	0	116	0	5	0	0	0	0	0	0	0	0	0
18:00	-	18:15	2	0	0	0	0	0	0	0	5	0	0	0	88	0	3	0	1	0	0	0	0	0	0	0
18:15	-	18:30	1	0	0	0	0	0	0	0	5	0	0	0	79	0	5	0	0	0	0	0	0	0	0	0
18:30	-	18:45	0	0	0	0	0	0	0	0	9	0	0	0	67	1	1	1	1	0	0	0	0	0	0	0
18:45	-	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			31	0	0	0	0	0	0	0	51	0	0	1	858	2	33	5	6	0	0	0	0	0	0	0

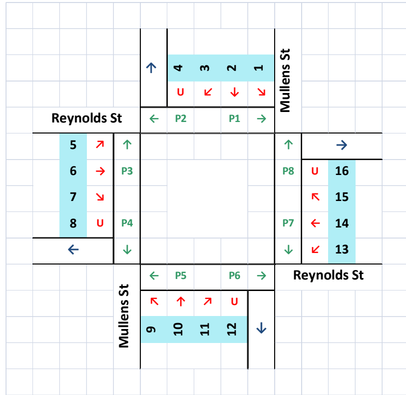
FROM	-	TO	13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
16:30	-	16:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	0	2	2	2	0	0	2	4
16:45	-	17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	259	0	0	4	1	0	0	11	4
17:00	-	17:15	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	324	0	0	0	0	0	0	6	8
17:15	-	17:30	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	276	0	2	0	0	0	1	9	4
17:30	-	17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	237	0	0	1	2	0	0	17	5
17:45	-	18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	259	0	0	3	4	0	0	6	6
18:00	-	18:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	233	0	0	11	1	0	0	13	4
18:15	-	18:30	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	251	0	0	4	2	0	0	14	2
18:30	-	18:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	197	0	1	2	0	0	0	9	3
18:45	-	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			18	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	2244	0	5	27	12	0	1	87	40

Afternoon peak HOURLY COUNTS			1				2				3				4				5				6			
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
16:30	-	17:30	26	0	0	0	371	2	10	3	49	0	0	1	0	0	0	0	71	0	0	0	38	0	0	0
16:45	-	17:45	24	0	0	0	388	3	12	2	51	0	0	1	0	0	0	0	74	0	0	0	38	0	0	0
17:00	-	18:00	23	0	0	0	396	3	17	2	38	0	0	0	0	0	0	0	62	0	0	0	36	0	0	0
17:15	-	18:15	22	0	0	0	379	2	19	2	37	0	0	0	0	0	0	0	47	0	0	0	30	0	0	0
17:30	-	18:30	16	0	0	0	395	4	17	3	40	0	0	0	0	0	0	0	45	0	0	0	26	0	0	0
17:45	-	18:45	16	0	0	0	397	2	15	4	36	0	0	0	0	0	0	0	39	0	0	0	27	0	0	0
18:00	-	19:00	12	0	0	0	301	2	10	3	29	0	0	0	0	0	0	0	25	0	0	0	22	0	0	0

Afternoon peak HOURLY COUNTS			7				8				9				10				11				12			
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
16:30	-	17:30	24	0	0	0	0	0	0	0	26	0	0	0	410	1	14	3	4	0	0	0	0	0	0	0
16:45	-	17:45	22	0	0	0	0	0	0	0	28	0	0	1	414	1	17	4	4	0	0	0	0	0	0	0
17:00	-	18:00	12	0	0	0	0	0	0	0	20	0	0	1	448	1	19	2	3	0	0	0	0	0	0	0
17:15	-	18:15	10	0	0	0	0	0	0	0	16	0	0	1	410	1	17	2	1	0	0	0	0	0	0	0
17:30	-	18:30	7	0	0	0	0	0	0	0	16	0	0	1	381	0	18	1	1	0	0	0	0	0	0	0
17:45	-	18:45	6	0	0	0	0	0	0	0	20	0	0	0	350	1	14	1	2	0	0	0	0	0	0	0
18:00	-	19:00	3	0	0	0	0	0	0	0	19	0	0	0	234	1	9	1	2	0	0	0	0	0	0	0

Afternoon peak HOURLY COUNTS			13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
16:30	-	17:30	10	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1067	0	4	6	3	0	1	28	20
16:45	-	17:45	8	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1096	0	2	5	3	0	1	43	21
17:00	-	18:00	10	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1096	0	2	4	6	0	1	38	23
17:15	-	18:15	6	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1005	0	2	15	7	0	1	45	19
17:30	-	18:30	7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	980	0	0	19	9	0	0	50	17
17:45	-	18:45	7	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	940	0	1	20	7	0	0	42	15
18:00	-	19:00	5	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	681	0	1	17	3	0	0	36	9

C10 Weekend Mullens Street and Reynolds Street



FROM - TO	1 LV	1 HV	1 Bus	1 Bic.	2 LV	2 HV	2 Bus	2 Bic.	3 LV	3 HV	3 Bus	3 Bic.	4 LV	4 HV	4 Bus	4 Bic.	5 LV	5 HV	5 Bus	5 Bic.	6 LV	6 HV	6 Bus	6 Bic.	7 LV	7 HV	7 Bus	7 Bic.	8 LV	8 HV	8 Bus	8 Bic.
7:00 - 7:15	2	0	0	0	18	2	0	0	3	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
7:15 - 7:30	1	0	0	0	42	0	0	2	5	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0
7:30 - 7:45	1	0	0	0	51	1	0	1	4	0	0	0	0	0	0	0	3	0	0	0	6	0	0	1	2	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	67	2	1	2	3	0	0	0	0	0	0	0	10	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0
8:00 - 8:15	1	0	0	0	56	1	2	0	3	1	0	0	0	0	0	0	8	0	0	0	7	0	0	2	2	0	0	0	0	0	0	0
8:15 - 8:30	3	0	0	0	66	0	2	0	6	0	0	0	0	0	0	0	13	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0
8:30 - 8:45	3	0	0	0	72	2	3	0	3	0	0	0	0	0	0	0	13	0	0	0	9	0	0	0	4	0	0	0	0	0	0	0
8:45 - 9:00	5	0	0	0	95	1	0	0	9	0	0	0	0	0	0	0	16	1	0	0	8	0	0	0	4	0	0	0	0	0	0	0
9:00 - 9:15	4	0	0	0	91	0	3	0	8	0	0	0	0	0	0	0	13	0	0	0	2	1	0	0	5	0	0	0	0	0	0	0
9:15 - 9:30	4	0	0	0	109	3	2	1	6	0	0	0	0	0	0	0	18	0	0	0	9	0	0	0	3	0	0	0	0	0	0	0
9:30 - 9:45	8	0	0	0	125	2	1	1	7	0	0	0	0	0	0	0	14	0	0	0	15	0	0	0	1	0	0	0	0	0	0	0
9:45 - 10:00	7	0	0	0	132	1	4	0	10	1	0	0	1	0	0	0	21	0	0	0	13	0	0	0	1	0	0	0	0	0	0	0
10:00 - 10:15	8	0	0	0	114	0	1	1	15	0	0	0	0	0	0	0	28	0	0	0	12	1	0	0	1	0	0	0	0	0	0	0
10:15 - 10:30	4	0	0	0	120	2	3	0	15	0	0	1	0	0	0	0	19	0	0	0	8	0	0	0	4	1	0	0	0	0	0	0
10:30 - 10:45	11	0	0	0	102	1	2	0	17	0	0	0	0	0	0	0	18	0	0	0	7	0	0	0	6	1	0	0	0	0	0	0
10:45 - 11:00	6	0	0	0	128	0	1	0	15	0	0	0	0	0	0	0	17	1	0	0	10	0	0	0	2	0	0	0	0	0	0	0
11:00 - 11:15	4	0	0	0	95	0	3	0	16	0	0	0	0	0	0	0	14	0	0	0	9	0	0	0	4	0	0	0	0	0	0	0
11:15 - 11:30	4	0	0	0	107	2	1	0	8	1	0	0	0	0	0	0	14	0	0	0	5	0	0	0	1	1	0	0	0	0	0	0
11:30 - 11:45	5	0	0	0	96	2	2	0	12	0	0	0	0	0	0	0	13	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	9	0	0	0	117	0	1	0	12	0	0	0	0	0	0	0	22	0	0	0	6	0	0	0	5	0	0	0	0	0	0	0
TOTAL	90	0	0	0	1803	22	32	8	177	3	0	1	1	0	0	0	281	2	0	0	152	2	0	3	55	3	0	0	0	0	0	0

FROM - TO	9 LV	9 HV	9 Bus	9 Bic.	10 LV	10 HV	10 Bus	10 Bic.	11 LV	11 HV	11 Bus	11 Bic.	12 LV	12 HV	12 Bus	12 Bic.	13 LV	13 HV	13 Bus	13 Bic.	14 LV	14 HV	14 Bus	14 Bic.	15 LV	15 HV	15 Bus	15 Bic.	16 LV	16 HV	16 Bus	16 Bic.	TOTAL
7:00 - 7:15	0	0	0	0	38	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73
7:15 - 7:30	2	0	0	0	48	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	114
7:30 - 7:45	0	0	0	0	74	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147
7:45 - 8:00	1	0	0	0	87	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	187
8:00 - 8:15	1	1	0	0	77	2	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167
8:15 - 8:30	1	0	0	0	74	1	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180
8:30 - 8:45	3	0	0	1	89	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	206
8:45 - 9:00	3	0	0	1	89	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234
9:00 - 9:15	3	0	0	1	106	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	242
9:15 - 9:30	6	0	0	0	102	1	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	270
9:30 - 9:45	6	0	0	0	144	1	3	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	331
9:45 - 10:00	4	0	0	0	118	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	315
10:00 - 10:15	5	0	0	0	126	1	2	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	318
10:15 - 10:30	7	0	0	0	170	3	3	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	368
10:30 - 10:45	7	0	0	0	130	0	1	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	309
10:45 - 11:00	6	0	0	0	144	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	337
11:00 - 11:15	5	1	0	0	122	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278
11:15 - 11:30	5	1	0	0	144	3	2	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	309
11:30 - 11:45	7	0	0	0	128	3	1	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	281
11:45 - 12:00	6	0	0	0	114	0	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	300
TOTAL	78	3	0	3	2124	21	31	5	3	0	0	0	0	0	0	0	55	0	0	0	5	0	0	1	2	0	0	0	0	0	0	0	4966

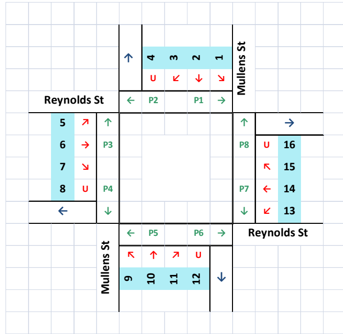
FROM - TO	P1	P2	P3	P4	P5	P6	P7	P8
7:00 - 7:15	0	0	4	0	3	0	1	4
7:15 - 7:30	0	0	1	3	3	3	0	0
7:30 - 7:45	0	0	3	1	1	3	5	0
7:45 - 8:00	0	1	4	2	4	4	2	4
8:00 - 8:15	1	0	2	6	2	3	4	1
8:15 - 8:30	2	3	2	4	5	7	2	2
8:30 - 8:45	0	0	2	5	6	5	6	4
8:45 - 9:00	0	0	1	2	3	3	2	0
9:00 - 9:15	0	1	1	3	6	9	1	7
9:15 - 9:30	0	0	3	0	6	0	4	3
9:30 - 9:45	0	0	4	6	10	6	6	8
9:45 - 10:00	0	1	6	3	13	8	7	1
10:00 - 10:15	0	0	2	5	1	6	2	2
10:15 - 10:30	1	1	0	2	5	5	5	2
10:30 - 10:45	0	2	5	1	4	6	3	4
10:45 - 11:00	0	0	0	1	2	12	2	5
11:00 - 11:15	0	1	8	6	13	7	12	5
11:15 - 11:30	1	1	5	3	14	8	4	1
11:30 - 11:45	0	0	0	4	11	7	5	6
11:45 - 12:00	0	0	2	3	16	4	11	4
TOTAL	5	11	55	60	128	106	84	63

Morning peak HOURLY COUNTS	1 LV	1 HV	1 Bus	1 Bic.	2 LV	2 HV	2 Bus	2 Bic.	3 LV	3 HV	3 Bus	3 Bic.	4 LV	4 HV	4 Bus	4 Bic.	5 LV	5 HV	5 Bus	5 Bic.	6 LV	6 HV	6 Bus	6 Bic.	7 LV	7 HV	7 Bus	7 Bic.	8 LV	8 HV	8 Bus	8 Bic.
7:00 - 8:00	4	0	0	0	178	5	1	5	15	0	0	0	0	0	0	0	20	0	0	0	18	0	0	1	8	0	0	0	0	0	0	0
7:15 - 8:15	3	0	0	0	216	4	3	5	15	1	0	0	0	0	0	0	25	0	0	0	23	0	0	3	9	0	0	0	0	0	0	0
7:30 - 8:30	5	0	0	0	240	4	5	3	16	1	0	0	0	0	0	0	34	0	0	0	24	0	0	3	11	0	0	0	0	0	0	0
7:45 - 8:45	7	0	0	0	261	5	8	2	15	1	0	0	0	0	0	0	44	0	0	0	27	0	0	2	13	0	0	0	0	0	0	0
8:00 - 9:00	12	0	0	0	289	4	7	0	21	1	0	0	0	0	0	0	50	1	0	0	30	0	0	2	14	0	0	0	0	0	0	0
8:15 - 9:15	15	0	0	0	324	3	8	0	26	0	0	0	0	0	0	0	55	1	0	0	25	1	0	0	17	0	0	0	0	0	0	0
8:30 - 9:30	16	0	0	0	367	6	8	1	26	0	0	0	0	0	0	0	60	1	0	0	28	1	0	0	16	0	0	0	0	0	0	0
8:45 - 9:45	21	0	0	0	420	6	6	2	30	0	0	0	0	0	0	0	61	1	0	0	34	1	0	0	13	0	0	0	0	0	0	0
9:00 - 10:00	23	0	0	0	457	6	10	2	31	1	0	0	1	0	0	0	66	0	0	0	39	1	0	0	10	0	0	0	0	0	0	0
9:15 - 10:15	27	0	0	0	480	6	8	3	38	1	0	0	1	0	0	0	81	0	0	0	49	1	0	0	6	0	0	0	0	0	0	0
9:30 - 10:30	27	0	0	0	491	5	9	2	47	1	0	1	1	0	0	0	82	0	0	0	48	1	0	0	7	1	0	0	0	0	0	0
9:45 - 10:45	30	0	0	0	468	4	10	1	57	1	0	1	1	0	0	0	86	0	0	0	40	1	0	0	12	2	0	0	0	0	0	0
10:00 - 11:00	29	0	0	0	464	3	7	1	62	0	0	1	0	0	0	0	82	1	0	0	37	1	0	0	13	2	0	0	0	0	0	0
10:15 - 11:15	25	0	0	0	445	3	9	0	63	0	0	1	0	0	0	0	68	1	0	0	34	0	0	0	16	2	0	0	0	0	0	0
10:30 - 11:30	25	0	0	0	432	3	7	0	56	1	0	0	0	0	0	0	63	1	0	0	31	0	0	0	13	2	0	0	0	0	0	0
10:45 - 11:45	19	0	0	0	426	4	7	0	51	1	0	0	0	0	0	0	58	1	0	0	32	0	0	0	7	1	0	0	0	0	0	0
11:00 - 12:00	22	0	0	0	415	4	7	0	48	1	0	0	0	0	0	0	63	0	0	0	28	0	0	0	10	1	0	0	0	0	0	0

Morning peak HOURLY COUNTS	9 LV	9 HV	9 Bus	9 Bic.	10 LV	10 HV	10 Bus	10 Bic.	11 LV	11 HV	11 Bus	11 Bic.	12 LV	12 HV	12 Bus	12 Bic.	13 LV	13 HV	13 Bus	13 Bic.	14 LV	14 HV	14 Bus	14 Bic.	15 LV	15 HV	15 Bus	15 Bic.	16 LV	16 HV	16 Bus	16 Bic.	TOTAL
7:00 - 8:00	3	0	0	0	247	4	1	3	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	521
7:15 - 8:15	4	1	0	0	286	4	2	3	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	615
7:30 - 8:30	3	1	0	0	312	5	4	3	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	681
7:45 - 8:45	6	1	0	1	327	4	6	3	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	740
8:00 - 9:00	8	1	0	2	329	5	6	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	787
8:15 - 9:15	10	0	0	3	358	3	7	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	862
8:30 - 9:30	15	0	0	3	386	3	6	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	952
8:45 - 9:45	18	0	0	2	441	3	7	1	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1077
9:00 - 10:00	19	0	0	1	470	2	7	1	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1158
9:15 - 10:15	21	0	0	0	490	3	7	1	1	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1234
9:30 - 10:30	22	0	0	0	558	5	9	1	2	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1332
9:45 - 10:45	23	0	0	0	544	4	7	0	3	0	0	0	0	0	0	0	14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1310
10:00 - 11:00	25	0	0	0	570	4	9	0	3	0	0	0	0	0	0	0	16	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1332
10:15 - 11:15	25	1	0	0	566	3	9	0	2	0	0	0	0	0	0	0	17	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1292
10:30 - 11:30	23	2	0	0	540	3	8	0	1	0	0	0	0	0	0	0	20	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1233
10:45 - 11:45	23	2	0	0	538	6	8	0	0	0	0	0	0	0	0	0	19	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1205
11:00 - 12:00	23	2	0	0	508	6	8	0	0	0	0	0	0	0	0	0	20	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1168

Morning peak HOURLY COUNTS	P1	P2	P3	P4	P5	P6	P7	P8
7:00 - 8:00	0	1	12	6	11	10	8	8
7:15 - 8:15	1	1	10	12	10	13	11	5
7:30 - 8:30	3	4	11	13	12	17	13	7
7:45 - 8:45	3	4	10	17	17	19	14	11
8:00 - 9:00	3	3	7	17	16	18	14	7
8:15 - 9:15	2	4	6	14	20	24	11	13
8:30 - 9:30	0	1	7	10	21	17	13	14
8:45 - 9:45	0	1	9	11	25	18	13	18
9:00 - 10:00	0	2	14	12	35	23	18	19
9:15 - 10:15	0	1	15	14	30	20	19	14
9:30 - 10:30	1	2	12	16	29	25	20	13
9:45 - 10:45	1	4	13	11	23	25	17	9
10:00 - 11:00	1	3	7	9	12	29	12	13
10:15 - 11:15	1	4	13	10	24	30	22	16
10:30 - 11:30	1	4	18	11	33	33	21	15
10:45 - 11:45	1	2	13	14	40	34	23	17
11:00 - 12:00	1	2	15	16	54	26	32	16

C10 Weekend Mullens Street and Reynolds Street



FROM	TO	1				2				3				4			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00	12:15	5	0	0	1	110	0	3	0	9	0	0	0	0	0	0	0
12:15	12:30	3	0	0	0	114	2	2	0	13	0	0	0	0	0	0	0
12:30	12:45	10	0	0	0	133	1	2	0	12	0	0	0	0	0	0	0
12:45	13:00	5	0	0	0	110	0	2	0	16	0	0	0	0	0	0	0
13:00	13:15	6	0	0	0	110	2	2	0	16	0	0	0	0	0	0	0
13:15	13:30	6	0	0	0	114	1	3	0	12	0	0	0	0	0	0	0
13:30	13:45	5	0	0	0	125	3	1	0	15	0	0	0	0	0	0	0
13:45	14:00	8	0	0	0	117	2	3	0	9	0	0	0	1	0	0	0
14:00	14:15	6	0	0	0	109	2	1	0	25	0	0	0	1	0	0	0
14:15	14:30	8	0	0	0	103	2	2	0	14	0	0	0	1	0	0	0
14:30	14:45	5	0	0	0	93	2	3	0	12	0	0	0	1	0	0	0
TOTAL		67	0	0	1	1238	17	24	0	153	0	0	0	4	0	0	0

FROM	TO	5				6				7				8			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00	12:15	17	0	0	0	12	0	0	0	5	0	0	0	0	0	0	0
12:15	12:30	18	0	0	0	10	0	0	0	7	0	0	0	0	0	0	0
12:30	12:45	12	1	0	0	7	0	0	0	3	0	0	1	0	0	0	0
12:45	13:00	14	0	0	0	10	0	0	0	8	0	0	0	0	0	0	0
13:00	13:15	23	1	0	1	12	0	0	0	3	0	0	0	0	0	0	0
13:15	13:30	18	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0
13:30	13:45	15	0	0	0	9	0	0	0	3	0	0	0	0	0	0	0
13:45	14:00	13	0	0	0	14	0	0	0	6	0	0	0	0	0	0	0
14:00	14:15	18	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0
14:15	14:30	22	1	0	0	4	0	0	0	2	0	0	0	0	0	0	0
14:30	14:45	9	0	0	0	8	0	0	0	2	0	0	0	0	0	0	0
TOTAL		179	3	0	1	97	0	0	0	46	0	0	1	0	0	0	0

FROM	TO	9				10				11				12			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00	12:15	6	0	0	0	131	3	1	0	0	0	0	0	0	0	0	0
12:15	12:30	7	0	0	0	152	4	1	0	1	0	0	0	0	0	0	0
12:30	12:45	8	0	0	0	118	2	4	2	2	0	0	0	0	0	0	0
12:45	13:00	3	0	0	0	137	0	2	0	1	0	0	0	0	0	0	0
13:00	13:15	9	0	0	0	99	1	2	0	0	0	0	0	0	0	0	0
13:15	13:30	9	0	0	0	117	2	2	0	3	0	0	0	0	0	0	0
13:30	13:45	5	0	0	0	119	1	3	0	0	0	0	0	0	0	0	0
13:45	14:00	10	0	0	1	113	0	1	0	0	0	0	0	0	0	0	0
14:00	14:15	3	0	0	0	124	0	1	0	0	0	0	0	0	0	0	0
14:15	14:30	7	0	0	0	110	2	3	0	1	0	0	0	0	0	0	0
14:30	14:45	4	0	0	0	97	3	2	2	1	0	0	0	0	0	0	0
TOTAL		71	0	0	1	1317	18	22	4	9	0	0	0	0	0	0	0

FROM	TO	13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	12:15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	307	0	2	5	0	17	7	3	6
12:15	12:30	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	338	0	0	3	1	3	5	1	5
12:30	12:45	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	324	1	5	13	0	9	5	7	3
12:45	13:00	3	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	315	0	4	1	1	6	5	0	4
13:00	13:15	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	295	2	4	9	3	12	4	3	6
13:15	13:30	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	301	2	4	9	6	24	8	10	1
13:30	13:45	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	309	1	4	14	7	8	11	1	1
13:45	14:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	0	10	8	17	7	7	3	0
14:00	14:15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	305	0	4	4	3	8	3	6	4
14:15	14:30	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	289	1	7	3	4	14	13	5	0
14:30	14:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	245	1	5	1	2	9	3	10	2
TOTAL		45	0	0	1	6	0	0	2	1	0	0	0	0	0	0	0	8294	8	49	70	44	117	71	49	32

Afternoon peak HOURLY COUNTS		1				2				3				4			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00	13:00	23	0	0	1	467	3	9	0	50	0	0	0	0	0	0	0
12:15	13:15	24	0	0	0	467	5	8	0	57	0	0	0	0	0	0	0
12:30	13:30	27	0	0	0	467	4	9	0	56	0	0	0	0	0	0	0
12:45	13:45	22	0	0	0	459	6	8	0	59	0	0	0	0	0	0	0
13:00	14:00	25	0	0	0	466	8	9	0	52	0	0	0	1	0	0	0
13:15	14:15	25	0	0	0	465	8	8	0	61	0	0	0	2	0	0	0
13:30	14:30	27	0	0	0	454	9	7	0	63	0	0	0	3	0	0	0
13:45	14:45	27	0	0	0	422	8	9	0	60	0	0	0	4	0	0	0

Afternoon peak HOURLY COUNTS		5				6				7				8			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00	13:00	61	1	0	0	39	0	0	0	23	0	0	1	0	0	0	0
12:15	13:15	67	2	0	1	39	0	0	0	21	0	0	1	0	0	0	0
12:30	13:30	67	2	0	1	34	0	0	0	18	0	0	1	0	0	0	0
12:45	13:45	70	1	0	1	36	0	0	0	18	0	0	0	0	0	0	0
13:00	14:00	69	1	0	1	40	0	0	0	16	0	0	0	0	0	0	0
13:15	14:15	64	0	0	0	34	0	0	0	16	0	0	0	0	0	0	0
13:30	14:30	68	1	0	0	33	0	0	0	14	0	0	0	0	0	0	0
13:45	14:45	62	1	0	0	32	0	0	0	13	0	0	0	0	0	0	0

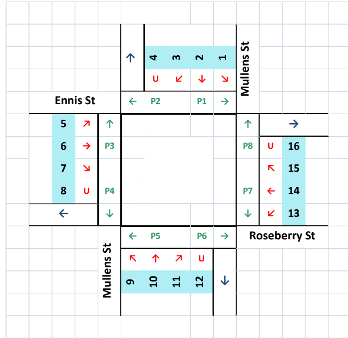
Afternoon peak HOURLY COUNTS		9				10				11				12			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00	13:00	24	0	0	0	538	9	8	2	4	0	0	0	0	0	0	0
12:15	13:15	27	0	0	0	506	7	9	2	4	0	0	0	0	0	0	0
12:30	13:30	29	0	0	0	471	5	10	2	6	0	0	0	0	0	0	0
12:45	13:45	26	0	0	0	472	4	9	0	4	0	0	0	0	0	0	0
13:00	14:00	33	0	0	1	448	4	8	0	3	0	0	0	0	0	0	0
13:15	14:15	27	0	0	1	473	3	7	0	3	0	0	0	0	0	0	0
13:30	14:30	25	0	0	1	466	3	8	0	1	0	0	0	0	0	0	0
13:45	14:45	24	0	0	1	444	5	7	2	2	0	0	0	0	0	0	0

Afternoon peak HOURLY COUNTS		13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	13:00	16	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	1284	1	11	22	2	35	22	11	18
12:15	13:15	18	0	0	1	4	0	0	2	0	0	0	0	0	0	0	0	1272	3	13	26	5	30	19	11	18
12:30	13:30	18	0	0	1	4	0	0	2	1	0	0	0	0	0	0	0	1235	5	17	32	10	51	22	20	14
12:45	13:45	16	0	0	1	5	0	0	2	1	0	0	0	0	0	0	0	1220	5	16	33	17	50	28	14	12
13:00	14:00	15	0	0	0	2	0	0	2	1	0	0	0	0	0	0	0	1205	5	22	40	33	51	30	17	8
13:15	14:15	15	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1215	3	22	35	33	47	29	20	6
13:30	14:30	19	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1203	2	25	29	31	37	34	15	5
13:45	14:45	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1139	2	26	16	26	38	26	24	6

Item 1

Attachment 1

C11 Weekday Mullens Street and Roseberry Street



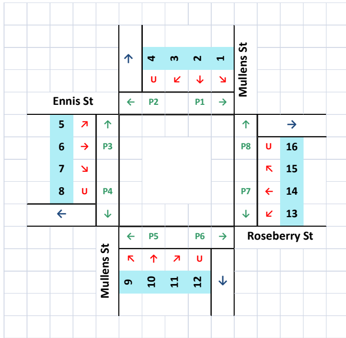
FROM	TO	1				2				3				4				5				6				7				8			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
6:30	6:45	0	0	0	0	31	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	1	0	0	0	87	6	2	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
7:00	7:15	3	0	0	0	80	5	4	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	2	0	0	0	62	1	4	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	1	0	0	0	81	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	1	0	0	0	78	3	5	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	5	0	0	0	77	2	7	1	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	1	0	0	0	58	2	6	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
8:30	8:45	3	0	0	0	132	6	3	0	7	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0
8:45	9:00	2	0	0	0	91	3	3	0	7	1	0	0	0	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	87	1	4	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	82	2	2	1	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	77	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	2	1	0	0	106	3	5	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		21	1	0	0	1133	41	49	2	34	2	0	0	1	0	0	0	15	0	0	0	20	0	0	0	9	0	0	0	0	0	0	0

FROM	TO	9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
6:30	6:45	4	0	0	0	35	4	1	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	80	1	0	0	0	1	0	0	1
6:45	7:00	2	0	0	0	79	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	0	0	0	1	0	1	3	1
7:00	7:15	4	0	0	0	100	4	2	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	213	0	0	5	1	0	0	3	1
7:15	7:30	9	0	0	0	102	2	4	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	200	0	0	5	0	1	1	1	3
7:30	7:45	3	0	0	0	110	3	6	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	224	0	0	2	1	0	1	1	1
7:45	8:00	5	0	0	0	126	3	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238	0	0	7	2	0	0	6	2
8:00	8:15	5	0	0	0	118	3	4	3	7	0	0	0	0	0	0	0	2	0	0	0	4	0	0	1	2	0	0	2	0	0	0	0	250	3	1	3	1	0	0	3	3
8:15	8:30	10	1	0	0	117	5	5	2	4	1	0	0	0	0	0	0	4	0	0	0	7	0	0	0	5	0	0	0	0	0	0	0	232	0	2	8	2	0	0	2	3
8:30	8:45	11	0	0	1	119	4	2	0	4	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0	311	0	1	1	6	0	5	2	4
8:45	9:00	7	0	0	0	118	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	2	0	0	0	0	0	0	0	258	0	0	2	7	0	0	0	2
9:00	9:15	8	0	0	0	123	4	4	0	2	1	0	0	0	0	0	0	2	0	0	0	4	0	0	0	2	1	0	0	0	0	0	0	248	1	0	2	4	0	0	1	1
9:15	9:30	10	0	0	0	93	4	5	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	209	1	0	4	2	0	0	1	2
9:30	9:45	2	0	0	0	112	7	3	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	215	1	0	7	2	0	1	2	0
9:45	10:00	3	0	0	0	107	5	1	0	1	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	245	0	0	1	2	0	1	2	2
10:00	10:15	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
TOTAL		84	1	0	1	1461	56	48	22	36	2	0	1	0	0	0	0	17	0	0	0	29	0	0	2	29	1	0	2	0	0	0	0	3120	7	4	47	31	2	10	27	26

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
6:30	7:30	6	0	0	0	260	13	10	0	4	1	0	0	0	0	0	0	4	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
6:45	7:45	7	0	0	0	310	16	14	0	5	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0
7:00	8:00	7	0	0	0	301	13	17	0	4	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
7:15	8:15	9	0	0	0	298	10	20	1	6	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
7:30	8:30	8	0	0	0	294	11	22	1	6	0	0	0	0	0	0	0	7	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0
7:45	8:45	10	0	0	0	345	13	21	1	12	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	3	0	0	0	0	0	0	0
8:00	9:00	11	0	0	0	358	13	19	1	17	1	0	0	0	0	0	0	7	0	0	0	11	0	0	0	5	0	0	0	0	0	0	0
8:15	9:15	6	0	0	0	368	12	16	0	17	1	0	0	0	0	0	0	5	0	0	0	10	0	0	0	6	0	0	0	0	0	0	0
8:30	9:30	5	0	0	0	392	12	12	1	20	1	0	0	0	0	0	0	4	0	0	0	10	0	0	0	5	0	0	0	0	0	0	0
8:45	9:45	2	0	0	0	337	8	9	1	15	1	0	0	0	0	0	0	3	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0
9:00	10:00	2	1	0	0	352	8	11	1	10	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0
9:15	10:15	2	1	0	0	269	7	7	1	7	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0

Morning peak HOURLY COUNTS		9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
6:30	7:30	19	0	0	0	316	12	9	7	7	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	9	0	0	0	0	0	0	0	683	1	0	10	2	2	2	7	6
6:45	7:45	18	0	0	0	391	11	14	8	10	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	11	0	0	0	0	0	0	0	827	0	0	12	3	1	3	8	6
7:00	8:00	21	0	0	0	438	12	16	11	12	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	11	0	0	0	0	0	0	0	875	0	0	19	4	1	2	11	7
7:15	8:15	22	0	0	0	456	11	18	12	18	0	0	0	0	0	0	0	2	0	0	0	5	0	0	1	9	0	0	2	0	0	0	0	912	3	1	17	4	1	2	11	9
7:30	8:30	23	1	0	0	471	14	19	12	17	1	0	0	0	0	0	0	6	0	0	0	12	0	0	1	9	0	0	2	0	0	0	0	944	3	3	20	6	0	1	12	9
7:45	8:45	31	1	0	1	480	15	15	10	18	1	0	0	0	0	0	0	8	0	0	0	18	0	0	1	9	0	0	2	0	0	0	0	1031	3	4	19	11	0	5	13	12
8:00	9:00	33	1	0	1	472	18	16	6	16	1	0	0	0	0	0	0	8	0	0	0	21	0	0	2	11	0	0	2	0	0	0	0	1051	3	4	14	16	0	5	7	12
8:15	9:15	36	1	0	1	477	19	16	3	11	2	0	0	0	0	0	0	8	0	0	0	21	0	0	1	11	1	0	0	0	0	0	0	1049	1	3	13	19	0	5	5	10
8:30	9:30	36	0	0	1	453	18	16	3	8	1	0	0	0	0	0	0	5	0	0	0	14	0	0	1	7	1	0	0	0	0	0	0	1026	2	1	9	19	0	5	4	9
8:45	9:45	27	0	0	0	446	21	17	3	7	1	0	0	0	0	0	0	5	0	0	0	7	0	0	1	8	1	0	0	0	0	0	0	930	3	0	15	15	0	1	4	5
9:00	10:00	23	0	0	0	435	20	13	2	7	1	0	0	0	0	0	0	8	0	0	0	6	0	0	0	7	1	0	0	0	0	0	0	917	3	0	14	10	0	2	6	5
9:15	10:15	16	0	0	0	314	16	9	2	5	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	676	2	0	12	6	0	2	5	4

C11 Weekday Mullens Street and Roseberry Street



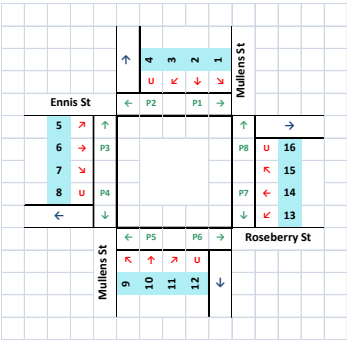
FROM	-	TO	1				2				3				4				5				6				7				8			
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
16:30	-	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	-	17:00	3	0	0	0	43	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:00	-	17:15	5	0	0	0	109	1	4	1	4	1	0	0	1	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
17:15	-	17:30	0	0	0	0	111	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
17:30	-	17:45	3	0	0	0	85	2	6	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
17:45	-	18:00	3	0	0	0	104	0	5	1	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
18:00	-	18:15	4	0	0	0	92	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
18:15	-	18:30	3	0	0	0	110	2	3	1	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:30	-	18:45	1	0	0	0	53	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			22	0	0	0	707	5	30	6	16	1	0	0	1	0	0	0	8	0	0	0	11	0	0	2	7	0	0	1	0	0	0	0

FROM	-	TO	9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
16:30	-	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	-	17:00	4	0	0	0	37	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	4	0	0	0	0	0	0	0	0	100	0	2	1	1	0	0	4	1
17:00	-	17:15	11	0	0	0	128	0	5	0	2	0	0	0	0	0	0	0	6	0	0	0	3	0	0	3	2	0	0	0	0	0	0	0	292	0	0	5	0	1	0	3	1
17:15	-	17:30	9	0	0	0	114	1	4	1	4	0	0	0	0	0	0	0	2	0	0	0	3	0	0	3	1	0	0	0	0	0	0	0	265	0	0	4	6	1	2	3	1
17:30	-	17:45	8	0	0	0	94	1	5	1	3	0	0	1	0	0	0	0	4	0	0	0	5	0	0	6	4	0	0	0	0	0	0	0	234	0	1	3	8	0	3	6	4
17:45	-	18:00	10	1	0	0	115	0	4	0	3	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	260	1	0	6	4	3	0	0	5
18:00	-	18:15	8	0	0	0	91	0	3	1	3	0	0	0	0	0	0	0	3	0	0	0	3	0	0	4	2	0	0	0	0	0	0	0	225	0	0	4	6	0	1	4	5
18:15	-	18:30	8	0	0	0	84	0	5	0	2	0	0	0	0	0	0	0	3	1	0	0	6	0	0	5	1	0	0	0	0	0	0	0	241	0	0	2	6	0	3	5	3
18:30	-	18:45	2	0	0	0	44	0	2	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4	1	0	0	0	0	0	0	0	114	0	0	3	2	0	0	4	3
TOTAL			60	1	0	0	707	2	29	4	18	0	0	1	0	0	0	0	19	2	0	0	30	0	0	29	12	0	0	0	0	0	0	0	1731	1	3	28	33	5	9	29	23

Afternoon peak HOURLY COUNTS			1				2				3				4				5				6				7				8			
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
16:30	-	17:30	8	0	0	0	263	1	10	1	6	1	0	0	1	0	0	0	3	0	0	0	3	0	0	0	7	0	0	0	0	0	0	0
16:45	-	17:45	11	0	0	0	348	3	16	1	8	1	0	0	1	0	0	0	5	0	0	0	4	0	0	0	7	0	0	1	0	0	0	0
17:00	-	18:00	11	0	0	0	409	3	20	2	10	1	0	0	1	0	0	0	7	0	0	0	6	0	0	2	5	0	0	1	0	0	0	0
17:15	-	18:15	10	0	0	0	392	2	21	3	6	0	0	0	0	0	0	0	4	0	0	0	9	0	0	2	3	0	0	1	0	0	0	0
17:30	-	18:30	13	0	0	0	391	4	19	4	9	0	0	0	0	0	0	0	5	0	0	0	8	0	0	2	0	0	0	1	0	0	0	0
17:45	-	18:45	11	0	0	0	359	2	14	5	8	0	0	0	0	0	0	0	3	0	0	0	7	0	0	2	0	0	0	0	0	0	0	0

Afternoon peak HOURLY COUNTS			9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
16:30	-	17:30	24	0	0	0	279	1	10	1	6	0	0	0	0	0	0	0	8	0	0	0	11	0	0	10	3	0	0	0	0	0	0	0	657	0	2	10	7	2	2	10	3
16:45	-	17:45	32	0	0	0	373	2	15	2	9	0	0	1	0	0	0	0	12	0	0	0	16	0	0	16	7	0	0	0	0	0	0	0	891	0	3	13	15	2	5	16	7
17:00	-	18:00	38	1	0	0	451	2	18	2	12	0	0	1	0	0	0	0	13	0	0	0	15	0	0	12	8	0	0	0	0	0	0	0	1051	1	1	18	18	5	5	12	11
17:15	-	18:15	35	1	0	0	414	2	16	3	13	0	0	1	0	0	0	0	10	0	0	0	15	0	0	13	8	0	0	0	0	0	0	0	984	1	1	17	24	4	6	13	15
17:30	-	18:30	34	1	0	0	384	1	17	2	11	0	0	1	0	0	0	0	11	1	0	0	18	0	0	15	8	0	0	0	0	0	0	0	960	1	1	15	24	3	7	15	17
17:45	-	18:45	28	1	0	0	334	0	14	2	9	0	0	0	0	0	0	0	7	2	0	0	14	0	0	13	5	0	0	0	0	0	0	0	840	1	0	15	18	3	4	13	16

C11 Weekend Mullens Street and Roseberry Street



FROM	TO	1				2				3				4				5				6				7				8				9				10				11				12				13				14				15				16				TOTAL
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7:30	7:45	0	0	0	0	51	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	71	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	134
7:45	8:00	1	0	0	0	66	2	1	2	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	86	0	1	2	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	2	0	0	0	0	0	2	0	170
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8:30	8:45	0	0	0	0	75	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	1	2	1	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	185
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9:00	9:15	0	0	0	0	97	0	3	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	1	2	1	2	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	224
9:15	9:30	2	0	0	0	112	2	2	1	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	98	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	0	0	3	0	234
9:30	9:45	5	0	0	0	117	1	1	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	145	1	3	1	2	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	4	0	0	0	0	0	7	0	303
9:45	10:00	0	0	0	0	132	2	4	0	2	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	118	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	276
10:00	10:15	2	0	0	0	116	0	1	1	1	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	1	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	265
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10:30	10:45	4	0	0	0	100	3	2	0	6	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	128	0	1	0	1	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	5	0	0	0	0	0	5	0	265
10:45	11:00	0	0	0	0	120	0	1	0	3	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	133	0	3	0	5	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	0	0	2	0	283
11:00	11:15	0	0	0	0	99	0	3	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	1	2	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	253
11:15	11:30	1	0	0	0	114	3	1	0	6	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	2	0	291
11:30	11:45	3	0	0	0	86	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	224
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P1	P2	P3	P4	P5	P6	P7	P8
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0	0	1	2	0	0	1	0
0	0	2	5	0	1	5	0
0	0	3	1	0	0	0	2
0	1	3	6	0	1	2	2
2	0	2	0	1	0	6	2
0	0	0	3	1	1	1	2
0	0	2	4	0	1	0	1
0	1	1	6	0	3	1	6
0	3	9	2	0	0	5	2
0	2	5	6	0	2	0	3
0	0	13	12	0	0	1	0
0	0	3	2	0	1	2	3
0	0	1	4	0	0	2	2
0	0	6	2	0	0	4	4
0	0	8	4	2	1	2	3
0	0	8	7	0	0	8	3
0	0	0	3	0	0	5	0
0	0	0	5	0	0	7	5
2	0	7	6	0	0	3	7
5	7	75	80	4	11	56	47

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				10				11				12				13				14				15				16				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
7:00	8:00	1	0	0	0	169	3	1	3	1	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	218	4	1	3	2	0	0	0	0	0	0	0	4	1	0	0	1	0	0	0	4	0	0	0	0	0	0	0	429
7:15	8:15	1	0	0	0	222	3	3	3	2	0	0	1	2	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	281	5	2	4	3	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	3	0	0	0	0	0	0	0	552
7:30	8:30	1	0	0	0	243	3	5	3	3	0	0	1	2	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	303	6	4	4	3	0	0	0	1	0	0	0	5	1	0	0	3	0	0	0	5	0	0	0	0	0	0	0	610
7:45	8:45	1	0	0	0	267	4	8	2	2	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	327	5	6	5	3	0	0	0	1	0	0	0	4	1	0	0	4	0	0	0	5	0	0	0	0	0	0	0	661
8:00	9:00	1	0	0	0	301	3	7	0	3	0	0	1	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	324	6	6	4	4	0	0	0	1	0	0	0	5	1	0	0	3	0	0	0	7	0	0	0	0	0	0	0	696
8:15	9:15	1	0	0	0	335	3	8	0	4	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	353	4	7	4	5	0	0	0	1	0	0	0	6	1	0	0	5	0	0	0	9	0	0	0	0	0	0	0	766
8:30	9:30	3	0	0	0	384	5	8	1	5	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	382	4	6	3	7	0	0	0	0	0	0	0	6	1	0	0	4	0	0	0	9	0	0	0	0	0	0	0	848
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9:00	10:00	7	0	0	0	458	5	10	2	9	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	467	3	7	2	6	0	0	0	0	0	0	0	7	0	0	0	10	0	0	0	11	0	0	0	0	0	6	0	1037
9:15	10:15	9	0	0	0	477	5	8	3	8	0	0	0	0	0	0	0	7	0	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	489	3	7	1	4	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	10	0	0	0	0	0	8	0	1078
9:30	10:30	13	0	0	0	482	6	9	2	15	0	0	0	0	0	0	0	8	0	0	0	6	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	561	6	9	1	3	0	0	0	0	0	0	0	8	0	0	0	9	0	0	0	10	0	0	0	0	0	8	0	1178
9:45	10:45	12	0	0	0	465	8	10	1	18	0	0	0	0	0	0	0	9	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	544	5	7	0	2	0	0	0	0	0	0	0	9	0	0	0	4	0	0	0	11	0	0	0	0	0	9	0	1140
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10:15	11:15	10	0	0	0	436	6	9	0	20	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	560	5	9	1	7	0	0	0	0	0	0	0	12	0	0	0	5	0	0	0	11	0	0	0	0	0	11	0	1135
10:30	11:30	5	0	0	0	433	6	7	0	17	0	0	0	0	0	0	0	7	0	0	0	9	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	531	6	8	1	7	0	0	0	0	0	0	0	10	0	0	0	7	0	0	0	10	0	0	0	0	0	10	0	1092
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P1	P2	P3	P4	P5	P6	P7	P8
1	0	7	8	0	1	7	2
1	1	9	14	0	2	8	4
3	1	10	12	1	2	13	6
3	1	8	10	2	2	9	8
2	1	7	13	2	3	9	7
2	1	5	13	2	5	8	11
0	4	12	15	1	5	7	11
0	6	17	18	0	6	6	12
0	6	28	26	0	5	7	11
0	5	30	22	0	3	8	8
0	0	23	20	0	1	9	9
0	0	18	12	2	2	10	12
0	0	23	17	2	1	16	12
0	0	22	16	2	1	19	10
0	0	16	19	2	1	22	11
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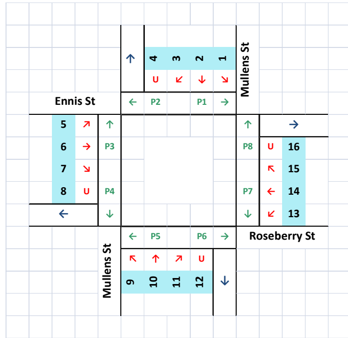
C11 Weekend Mullens Street and Roseberry Street



FROM		TO	1				2				3				4				5				6				7				8			
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00	-	12:15	2	0	0	0	115	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
12:15	-	12:30	2	0	0	0	118	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	-	12:45	0	0	0	0	138	1	2	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:45	-	13:00	1	0	0	0	102	0	2	1	3	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
13:00	-	13:15	4	0	0	0	61	0	1	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:15	-	13:30	2	0	0	0	123	1	3	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	-	13:45	5	0	0	0	126	3	2	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
13:45	-	14:00	2	0	0	0	109	1	2	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	-	14:15	2	0	0	0	113	2	1	0	4	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:15	-	14:30	1	0	0	0	108	2	1	1	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
14:30	-	14:45	1	0	0	0	90	3	2	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:45	-	15:00	0	0	0	0	91	0	1	0	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
15:00	-	15:15	0	0	0	0	69	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:15	-	15:30	0	0	0	0	77	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL			22	0	0	0	1440	15	26	2	37	0	0	0	2	0	0	0	15	0	0	0	11	0	0	0	9	0	0	0	0	0	0	0

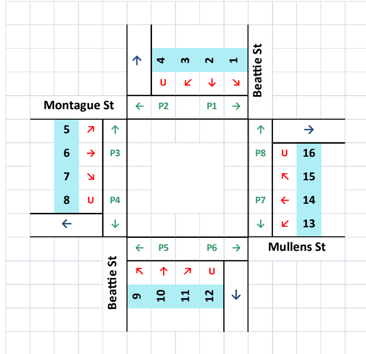
FROM		TO	9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	-	12:15	6	0	0	0	133	3	2	0	5	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	286	0	0	9	6	0	4	0	0
12:15	-	12:30	5	0	0	0	159	4	0	0	0	0	0	0	1	0	0	0	1	0	0	0	5	0	0	2	2	0	0	0	0	0	0	0	305	0	0	7	1	0	0	3	8
12:30	-	12:45	8	0	0	1	123	2	5	2	2	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	299	1	0	6	0	0	0	0	1
12:45	-	13:00	4	0	0	0	140	0	1	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	267	0	0	2	2	0	0	3	2
13:00	-	13:15	3	0	0	0	59	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	140	0	0	2	4	0	1	3	2
13:15	-	13:30	4	0	0	0	122	2	1	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	268	1	0	4	11	0	0	4	6
13:30	-	13:45	4	0	0	1	116	1	3	0	3	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	276	0	0	7	3	0	0	6	2
13:45	-	14:00	8	0	0	0	111	0	1	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	247	1	1	4	8	0	2	4	4
14:00	-	14:15	6	1	0	0	123	0	2	0	2	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	264	1	1	5	3	0	0	5	7
14:15	-	14:30	10	0	0	0	114	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	255	0	0	4	4	0	3	3	3
14:30	-	14:45	6	0	0	0	107	3	2	2	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	224	0	0	2	3	0	0	7	1
14:45	-	15:00	11	0	0	0	91	3	2	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	213	0	0	7	4	0	0	2	12
15:00	-	15:15	11	0	0	0	93	2	2	2	3	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	195	0	0	2	2	0	0	4	1
15:15	-	15:30	4	0	0	0	75	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	167	0	0	1	5	0	0	1	2
TOTAL			90	1	0	2	1566	22	27	7	28	0	0	0	2	0	0	0	19	0	0	0	36	0	0	2	25	0	0	0	0	0	0	0	7759	4	2	62	56	0	10	45	51

Afternoon peak HOURLY COUNTS			1				2				3				4				5				6				7				8			
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00	-	13:00	5	0	0	0	473	3	9	1	11	0	0	0	1	0	0	0	4	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0
12:15	-	13:15	7	0	0	0	419	3	7	1	12	0	0	0	1	0	0	0	5	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
12:30	-	13:30	7	0	0	0	424	2	8	1	12	0	0	0	2	0	0	0	6	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
12:45	-	13:45	12	0	0	0	412	4	8	1	10	0	0	0	2	0	0	0	5	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
13:00	-	14:00	13	0	0	0	419	5	8	0	11	0	0	0	1	0	0	0	5	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
13:15	-	14:15	11	0	0	0	471	7	8	0	10	0	0	0	1	0	0	0	5	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
13:30	-	14:30	10	0	0	0	456	8	6	1	11	0	0	0	0	0	0	0	5	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0
13:45	-	14:45	6	0	0	0	420	8	6	1	12	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
14:00	-	15:00	4	0	0	0	402	7	5	1	11	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0
14:15	-	15:15	2	0	0	0	358	5	7	1	8	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
14:30	-	15:30	1	0	0	0	327	3	7	0	8	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0

Afternoon peak HOURLY COUNTS			9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	-	13:00	23	0	0	1	555	9	8	2	10	0	0	0	1	0	0	0	9	0	0	0	16	0	0	2	6	0	0	0	0	0	0	0	1157	1	0	24	9	0	4	6	11
12:15	-	13:15	20	0	0	1	481	6	9	2	5	0	0	0	1	0	0	0	7	0	0	0	13	0	0	2	4	0	0	0	0	0	0	0	1011	1	0	17	7	0	1	9	13
12:30	-	13:30	19	0	0	1	444	4	10	3	7	0	0	0	0	0	0	0	7	0	0	0	8	0	0	0	4	0	0	0	0	0	0	0	974	2	0	14	17	0	1	10	11
12:45	-	13:45	15	0	0	1	437	3	8	1	8	0	0	0	0	0	0	0	4	0	0	0	6	0	0	0	8	0	0	0	0	0	0	0	951	1	0	15	20	0	1	16	12
13:00	-	14:00	19	0	0	1	408	3	8	1	7	0	0	0	1	0	0	0	4	0	0	0	4	0	0	0	10	0	0	0	0	0	0	0	931	2	1	17	26	0	3	17	14
13:15	-	14:15	22	1	0	1	472	3	7	1	9	0	0	0	1	0	0	0	5	0	0	0	6	0	0	0	10	0	0	0	0	0	0	0	1055	3	2	20	25	0	2	19	19
13:30	-	14:30	28	1	0	1	464	3	8	0	9	0	0	0	1	0	0	0	4	0	0	0	12	0	0	0	8	0	0	0	0	0	0	0	1042	2	2	20	18	0	5	18	16
13:45	-	14:45	30	1	0	0	455	5	7	2	6	0	0	0	1	0	0	0	4	0	0	0	11	0	0	0	6	0	0	0	0	0	0	0	990	2	2	15	18	0	5	19	15
14:00	-	15:00	33	1	0	0	435	8	8	2	6	0	0	0	0	0	0	0	3	0	0	0	12	0	0	0	6	0	0	0	0	0	0	0	956	1	1	18	14	0	3	17	23
14:15	-	15:15	38	0	0	0	405	10	8	4	7	0	0	0	0	0	0	0	5	0	0	0	11	0	0	0	7	0	0	0	0	0	0	0	887	0	0	15	13	0	3	16	17
14:30	-	15:30	32	0	0	0	366	8	7	4	7	0	0	0	0	0	0	0	5	0	0	0	7	0	0	0	8	0	0	0	0	0	0	0	799	0	0	12	14	0	0	14	16

Attachment 1

C12 Weekday Beatie Street and Montague Street



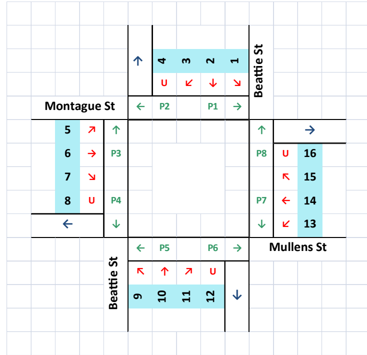
FROM	TO	1				2				3				4				5				6				7				8			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	14	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	27	1	2	0	2	0	0	0	0	0	0	0
7:30	7:45	37	1	0	0	20	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0	64	1	7	1	8	0	0	0	0	0	0	0
7:45	8:00	34	2	0	1	30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	77	2	4	4	9	0	0	0	1	0	0	0
8:00	8:15	39	0	0	0	29	0	0	2	4	0	0	0	0	0	0	0	2	0	0	0	71	1	4	1	14	0	0	0	0	0	0	0
8:15	8:30	42	2	0	0	27	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	59	3	5	0	17	0	0	0	0	0	0	0
8:30	8:45	38	2	0	0	48	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	66	2	2	1	20	1	0	0	0	0	0	0
8:45	9:00	33	2	0	0	29	0	0	0	6	0	0	0	0	0	0	0	5	1	0	0	72	3	5	1	16	1	0	0	0	0	0	0
9:00	9:15	34	0	0	0	27	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	78	5	5	0	17	0	0	0	0	0	0	0
9:15	9:30	33	1	0	0	31	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	57	3	6	0	4	0	0	0	0	0	0	0
9:30	9:45	36	1	0	0	20	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	67	4	3	0	8	0	0	0	0	1	0	0
9:45	10:00	31	0	0	0	29	0	0	1	4	1	0	0	1	0	0	0	1	0	0	0	67	6	1	1	14	0	0	0	0	0	0	0
10:00	10:15	21	0	0	0	17	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	52	2	3	0	8	1	0	0	0	0	0	0
TOTAL		392	11	0	1	314	2	0	4	32	1	0	0	2	0	0	0	27	1	0	0	757	33	47	9	137	3	0	0	1	1	0	0

FROM	TO	9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	3	1	0	0	8	0	0	0	9	0	0	0	1	0	0	0	2	0	0	0	16	0	1	0	13	0	0	0	0	0	0	0	108	5	1	0	0	0	1	0	0
7:30	7:45	15	2	0	0	28	0	0	1	14	0	0	0	0	0	0	0	7	0	0	0	45	2	4	0	29	2	0	0	0	0	0	0	295	2	0	0	0	1	0	0	0
7:45	8:00	9	2	0	0	29	0	0	2	23	0	0	1	0	0	0	0	12	1	0	0	40	0	4	0	28	2	0	0	0	0	0	0	318	3	3	0	0	4	6	0	3
8:00	8:15	19	1	0	0	21	2	0	0	19	1	0	1	0	0	0	0	8	1	0	0	51	1	8	1	20	0	0	0	0	0	0	0	321	1	2	0	0	3	3	0	0
8:15	8:30	9	2	0	0	37	1	0	2	31	1	0	0	0	0	0	0	4	0	0	0	39	2	6	0	21	0	0	0	0	0	0	0	315	5	1	1	0	4	1	0	0
8:30	8:45	25	0	0	0	22	0	0	4	26	0	0	0	0	0	0	0	11	1	0	0	58	3	3	1	40	2	0	0	0	0	0	0	387	0	6	0	0	3	3	0	1
8:45	9:00	14	0	0	0	29	0	0	1	16	0	0	0	0	0	0	0	15	0	0	0	73	2	3	1	24	1	0	0	0	0	0	0	353	3	3	0	0	0	2	0	0
9:00	9:15	17	0	0	0	22	0	0	0	22	0	0	0	0	0	0	0	7	0	0	0	57	0	4	0	25	1	0	0	0	0	0	0	325	1	2	0	0	4	2	0	0
9:15	9:30	17	2	0	0	29	0	0	2	30	0	0	0	0	0	0	0	10	0	0	0	49	2	2	0	24	0	0	1	0	0	0	0	310	0	1	0	0	1	3	0	0
9:30	9:45	10	1	0	0	28	0	0	1	27	2	0	0	0	0	0	0	11	0	0	0	51	5	1	1	23	0	0	0	1	0	0	0	303	2	2	0	0	3	3	0	0
9:45	10:00	3	0	0	0	28	0	0	1	13	0	0	0	0	0	0	0	16	2	0	0	63	1	5	0	36	0	0	0	0	0	0	0	325	2	1	0	0	4	2	0	0
10:00	10:15	13	0	0	0	16	1	0	1	11	0	0	0	0	0	0	0	10	0	0	0	38	2	1	1	22	1	0	0	0	0	0	0	225	1	0	0	0	1	5	0	0
TOTAL		154	11	0	0	297	4	0	15	241	4	0	2	1	0	0	0	113	5	0	0	580	20	42	5	305	9	0	1	1	0	0	0	3585	25	22	1	0	28	31	0	4

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
7:00	8:00	85	3	0	1	57	0	0	1	2	0	0	0	1	0	0	0	5	0	0	0	168	4	13	5	19	0	0	0	1	0	0	0
7:15	8:15	124	3	0	1	86	0	0	3	6	0	0	0	1	0	0	0	7	0	0	0	239	5	17	6	33	0	0	0	1	0	0	0
7:30	8:30	152	5	0	1	106	1	0	3	7	0	0	0	1	0	0	0	9	0	0	0	271	7	20	6	48	0	0	0	1	0	0	0
7:45	8:45	153	6	0	1	134	1	0	3	11	0	0	0	0	0	0	0	10	0	0	0	273	8	15	6	60	1	0	0	1	0	0	0
8:00	9:00	152	6	0	0	133	1	0	2	17	0	0	0	0	0	0	0	15	1	0	0	268	9	16	3	67	2	0	0	0	0	0	0
8:15	9:15	147	6	0	0	131	2	0	0	15	0	0	0	0	0	0	0	14	1	0	0	275	13	17	2	70	2	0	0	0	0	0	0
8:30	9:30	138	5	0	0	135	1	0	0	18	0	0	0	0	0	0	0	14	1	0	0	273	13	18	2	57	2	0	0	0	0	0	0
8:45	9:45	136	4	0	0	107	1	0	0	13	0	0	0	0	0	0	0	9	1	0	0	274	15	19	1	45	1	0	0	0	1	0	0
9:00	10:00	134	2	0	0	107	1	0	1	11	1	0	0	1	0	0	0	5	0	0	0	269	18	15	1	43	0	0	0	0	1	0	0
9:15	10:15	121	2	0	0	97	0	0	1	11	1	0	0	1	0	0	0	6	0	0	0	243	15	13	1	34	1	0	0	0	1	0	0

Morning peak HOURLY COUNTS		9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
7:00	8:00	27	5	0	0	65	0	0	3	46	0	0	1	1	0	0	0	21	1	0	0	101	2	9	0	70	4	0	0	0	0	0	0	721	10	4	0	0	5	7	0	3
7:15	8:15	46	6	0	0	86	2	0	3	65	1	0	2	1	0	0	0	29	2	0	0	152	3	17	1	90	4	0	0	0	0	0	0	1042	11	6	0	0	8	10	0	3
7:30	8:30	52	7	0	0	115	3	0	5	87	2	0	2	0	0	0	0	31	2	0	0	175	5	22	1	98	4	0	0	0	0	0	0	1249	11	6	1	0	12	10	0	3
7:45	8:45	62	5	0	0	109	3	0	8	99	2	0	2	0	0	0	0	35	3	0	0	188	6	21	2	109	4	0	0	0	0	0	0	1341	9	12	1	0	14	13	0	4
8:00	9:00	67	3	0	0	109	3	0	7	92	2	0	1	0	0	0	0	38	2	0	0	221	8	20	3	105	3	0	0	0	0	0	0	1376	9	12	1	0	10	9	0	1
8:15	9:15	65	2	0	0	110	1	0	7	95	1	0	0	0	0	0	0	37	1	0	0	227	7	16	2	110	4	0	0	0	0	0	0	1380	9	12	1	0	11	8	0	1
8:30	9:30	73	2	0	0	102	0	0	7	94	0	0	0	0	0	0	0	43	1	0	0	237	7	12	2	113	4	0	1	0	0	0	0	1375	4	12	0	0	8	10	0	1
8:45	9:45	58	3	0	0	108	0	0	4	95	2	0	0	0	0	0	0	43	0	0	0	230	9	10	2	96	2	0	1	1	0	0	0	1291	6	8	0	0	8	10	0	0
9:00	10:00	47	3	0	0	107	0	0	4	92	2	0	0	0	0	0	0	44	2	0	0	220	8	12	1	108	1	0	1	1	0	0	0	1263	5	6	0	0	12	10	0	0
9:15	10:15	43	3	0	0	101	1	0	5	81	2	0	0	0	0	0	0	47	2	0	0	201	10	9	2	105	1	0	1	1	0	0	0	1163	5	4	0	0	9	13	0	0

C12 Weekday Beatie Street and Montague Street



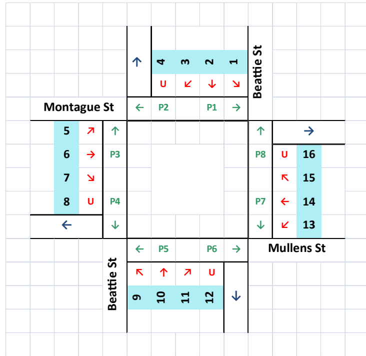
FROM - TO	1				2				3				4				5				6				7				8			
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	22	1	0	1	17	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	32	1	3	1	5	0	0	0	0	0	0	0
16:30 - 16:45	39	1	0	1	35	1	0	0	5	0	0	0	0	0	0	0	6	0	0	0	69	0	3	1	13	0	0	0	0	0	0	0
16:45 - 17:00	27	0	0	0	29	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	59	0	1	3	11	0	0	0	0	0	0	0
17:00 - 17:15	48	0	0	0	30	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	70	1	6	0	12	0	0	0	0	0	0	0
17:15 - 17:30	40	0	0	0	31	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	64	0	3	1	7	0	0	0	0	0	0	0
17:30 - 17:45	23	0	0	3	23	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	53	0	6	1	12	0	0	0	1	0	0	0
17:45 - 18:00	38	0	0	1	34	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	61	0	4	0	11	0	0	0	0	0	0	0
18:00 - 18:15	23	0	0	1	30	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	56	0	3	1	13	0	0	0	0	0	0	0
18:15 - 18:30	35	0	0	0	25	0	0	0	8	0	0	0	0	0	0	0	5	0	0	0	40	0	5	0	8	0	0	1	0	0	0	0
18:30 - 18:45	24	0	0	2	18	0	0	0	2	0	0	0	1	0	0	0	2	0	0	1	50	0	2	1	6	0	0	1	0	0	0	0
18:45 - 19:00	16	0	0	1	11	0	0	0	1	0	0	0	3	0	0	0	2	0	0	0	25	0	2	0	5	0	0	0	0	0	0	0
TOTAL	335	2	0	10	283	1	0	2	35	0	0	0	4	0	0	0	34	0	0	1	579	2	38	9	103	0	0	2	1	0	0	0

FROM - TO	9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	14	0	0	0	23	0	0	0	9	1	0	0	0	0	0	0	2	0	0	0	41	1	2	1	14	0	0	0	1	0	0	0	197	1	2	1	1	0	3	1	0
16:30 - 16:45	21	0	0	0	31	0	0	0	25	0	0	0	0	0	0	0	10	0	0	0	67	0	3	1	19	1	0	0	1	0	0	0	353	1	2	0	2	9	4	0	1
16:45 - 17:00	13	0	0	0	23	0	0	0	21	0	0	0	1	0	0	0	21	0	0	0	65	1	3	0	28	1	0	1	0	0	0	0	313	3	3	1	1	2	5	0	0
17:00 - 17:15	24	0	0	0	24	1	0	1	16	0	0	0	1	0	0	0	9	0	0	0	76	1	4	1	25	0	0	0	1	0	0	0	361	13	3	0	0	8	4	0	0
17:15 - 17:30	10	0	0	0	27	0	0	0	22	0	0	0	0	0	0	0	11	0	0	0	81	0	5	0	20	0	0	0	0	0	0	0	329	4	2	0	1	4	1	0	0
17:30 - 17:45	15	0	0	0	26	0	0	1	19	0	0	0	1	0	0	0	9	1	0	0	64	0	5	0	18	0	0	0	2	0	0	0	289	4	8	1	0	8	5	0	0
17:45 - 18:00	21	0	0	0	22	1	0	1	24	1	0	0	1	0	0	0	7	0	0	0	63	0	5	0	31	0	0	0	0	0	0	0	330	9	0	0	0	1	9	0	0
18:00 - 18:15	13	0	0	1	28	0	0	1	19	0	0	0	0	0	0	0	16	0	0	0	61	0	5	0	24	0	0	0	0	0	0	0	298	5	4	0	1	7	4	0	0
18:15 - 18:30	10	1	0	1	23	0	0	0	16	0	0	0	1	0	0	0	8	1	0	0	68	0	3	0	31	0	0	0	0	0	0	0	290	4	3	0	0	8	2	0	0
18:30 - 18:45	23	0	0	0	24	0	0	0	22	0	0	0	0	0	0	0	9	1	0	0	71	2	2	1	35	0	0	0	0	0	0	0	300	5	2	0	0	11	5	0	0
18:45 - 19:00	5	0	0	0	16	0	0	0	12	0	0	0	1	0	0	0	7	0	0	0	35	0	3	0	17	0	0	0	0	0	0	0	162	1	0	0	0	5	2	0	0
TOTAL	169	1	0	2	267	2	0	4	205	2	0	0	6	0	0	0	109	3	0	0	692	5	40	4	262	2	0	1	5	0	0	0	3222	50	29	3	6	63	44	1	1

Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8			
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
16:00 - 17:00	88	2	0	2	81	1	0	0	9	0	0	0	0	0	0	0	12	0	0	0	160	1	7	5	29	0	0	0	0	0	0	0
16:15 - 17:15	136	2	0	2	111	1	0	0	15	0	0	0	0	0	0	0	16	0	0	0	230	2	13	5	41	0	0	0	0	0	0	0
16:30 - 17:30	154	1	0	1	125	1	0	0	15	0	0	0	0	0	0	0	18	0	0	0	262	1	13	5	43	0	0	0	0	0	0	0
16:45 - 17:45	138	0	0	3	113	0	0	0	14	0	0	0	0	0	0	0	14	0	0	0	246	1	16	5	42	0	0	0	1	0	0	0
17:00 - 18:00	149	0	0	4	118	0	0	1	14	0	0	0	0	0	0	0	12	0	0	0	248	1	19	2	42	0	0	0	1	0	0	0
17:15 - 18:15	124	0	0	5	118	0	0	2	9	0	0	0	0	0	0	0	9	0	0	0	234	0	16	3	43	0	0	0	1	0	0	0
17:30 - 18:30	119	0	0	5	112	0	0	2	15	0	0	0	0	0	0	0	9	0	0	0	210	0	18	2	44	0	0	1	1	0	0	0
17:45 - 18:45	120	0	0	4	107	0	0	2	13	0	0	0	1	0	0	0	9	0	0	1	207	0	14	2	38	0	0	2	0	0	0	0
18:00 - 19:00	98	0	0	4	84	0	0	1	12	0	0	0	4	0	0	0	10	0	0	1	171	0	12	2	32	0	0	2	0	0	0	0

Afternoon peak HOURLY COUNTS	9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
16:00 - 17:00	48	0	0	0	77	0	0	0	55	1	0	0	1	0	0	0	33	0	0	0	173	2	8	2	61	2	0	1	2	0	0	0	863	5	7	2	4	11	12	1	1
16:15 - 17:15	72	0	0	0	101	1	0	1	71	1	0	0	2	0	0	0	42	0	0	0	249	3	12	3	86	2	0	1	3	0	0	0	1224	18	10	2	4	19	16	1	1
16:30 - 17:30	68	0	0	0	105	1	0	1	84	0	0	0	2	0	0	0	51	0	0	0	289	2	15	2	92	2	0	1	2	0	0	0	1356	21	10	1	4	23	14	0	1
16:45 - 17:45	62	0	0	0	100	1	0	2	78	0	0	0	3	0	0	0	50	1	0	0	286	2	17	1	91	1	0	1	3	0	0	0	1292	24	16	2	2	22	15	0	0
17:00 - 18:00	70	0	0	0	99	2	0	3	81	1	0	0	3	0	0	0	36	1	0	0	284	1	19	1	94	0	0	0	3	0	0	0	1309	30	13	1	1	21	19	0	0
17:15 - 18:15	59	0	0	1	103	1	0	3	84	1	0	0	2	0	0	0	43	1	0	0	269	0	20	0	93	0	0	0	2	0	0	0	1246	22	14	1	2	20	19	0	0
17:30 - 18:30	59	1	0	2	99	1	0	3	78	1	0	0	3	0	0	0	40	2	0	0	256	0	18	0	104	0	0	0	2	0	0	0	1207	22	15	1	1	24	20	0	0
17:45 - 18:45	67	1	0	2	97	1	0	2	81	1	0	0	2	0	0	0	40	2	0	0	263	2	15	1	121	0	0	0	0	0	0	0	1218	23	9	0	1	27	20	0	0
18:00 - 19:00	51	1	0	2	91	0	0	1	69	0	0	0	2	0	0	0	40	2	0	0	235	2	13	1	107	0	0	0	0	0	0	0	1050	15	9	0	1	31	13	0	0

C12 Weekend Beatie Street and Montague Street



FROM	TO	1				2				3				4				5				6				7				8				9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	13	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	1	0	1	0	0	0	0	0	0	0	3	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	14	0	0	0	13	1	0	0	0	0	0	0	83	1	0	0	0	0	0	0	0
6:45	7:00	13	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	7	0	0	0	7	1	0	0	0	0	0	0	6	0	0	0	15	0	0	0	27	2	0	0	0	0	0	0	117	1	3	0	0	0	1	0	0
7:00	7:15	13	1	0	0	10	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	24	1	0	1	6	0	0	0	0	0	0	0	1	0	0	0	11	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	10	0	2	0	13	0	0	0	0	0	0	0	107	2	4	0	0	2	0	0	0
7:15	7:30	14	0	0	0	13	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	16	0	0	1	4	0	0	0	0	0	0	0	7	0	0	0	13	0	0	0	23	0	0	0	0	0	0	0	131	0	1	0	0	0	0	0	0
7:30	7:45	23	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	43	2	0	0	5	0	0	0	0	0	0	0	4	0	0	0	14	0	0	0	3	0	0	0	0	0	0	0	5	0	0	2	25	1	0	0	23	0	0	0	0	0	0	0	165	1	3	0	0	1	0	0	0
7:45	8:00	25	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	54	0	1	0	3	0	0	0	0	0	0	0	4	1	0	0	22	0	0	0	7	0	0	0	0	0	0	0	5	1	0	0	36	0	1	0	32	2	0	2	0	0	0	0	219	1	3	0	0	4	0	1	0
8:00	8:15	27	1	0	0	19	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	46	2	1	1	7	0	0	0	0	0	0	0	10	1	0	0	16	1	0	0	9	0	0	0	1	0	0	0	6	0	0	0	40	1	2	0	12	0	0	0	0	0	0	0	204	0	3	0	0	2	2	0	0
8:15	8:30	26	0	0	1	16	0	0	1	3	0	0	0	0	0	0	0	2	0	0	0	41	1	2	0	6	0	0	0	0	0	0	0	6	0	0	1	24	0	0	0	5	0	0	0	0	0	0	0	12	0	0	0	36	0	1	0	22	0	0	0	0	0	0	0	206	1	6	0	0	10	0	1	0
8:30	8:45	26	0	0	0	22	1	0	1	3	0	0	0	0	0	0	0	2	0	0	0	60	1	2	0	11	0	0	0	0	0	0	0	12	0	0	0	20	0	0	0	10	0	0	0	1	0	0	0	1	1	0	0	45	1	3	0	27	0	0	0	0	0	0	0	250	2	10	0	0	8	1	0	0
8:45	9:00	30	0	0	0	27	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	45	1	1	0	7	0	0	0	1	0	0	0	14	0	0	1	17	0	0	0	13	0	0	0	0	0	0	0	12	1	0	0	58	1	1	1	35	0	0	0	0	0	0	0	271	0	1	0	0	3	3	0	0
9:00	9:15	30	0	0	0	28	0	0	0	4	0	0	0	2	0	0	0	3	0	0	0	67	1	2	1	9	0	0	0	0	0	0	0	15	0	0	0	27	0	0	0	11	1	0	0	0	0	0	0	8	0	0	0	57	0	3	0	25	0	0	0	0	0	0	0	294	2	1	0	0	0	4	0	0
9:15	9:30	27	0	0	0	26	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	55	1	1	0	17	0	0	0	0	0	0	0	28	1	0	0	20	0	0	0	12	0	0	0	0	0	0	0	12	2	0	0	77	0	2	0	33	1	0	1	2	0	0	0	323	0	3	0	0	3	8	0	0
9:30	9:45	40	0	0	0	23	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	87	1	3	0	15	0	0	0	0	0	0	0	15	1	0	0	21	1	0	0	25	0	0	0	0	0	0	0	23	0	0	0	71	1	1	0	31	0	0	0	0	0	0	0	367	0	0	0	0	0	1	1	0
9:45	10:00	31	0	0	0	26	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	65	0	1	0	16	0	0	0	0	0	0	0	20	0	0	0	24	1	0	0	25	0	0	0	0	0	0	0	18	0	0	0	80	2	4	0	38	0	0	0	0	0	0	0	361	0	0	0	0	0	1	0	0
10:00	10:15	39	0	0	0	21	1	0	0	6	0	0	0	1	0	0	0	4	0	0	0	74	1	4	0	13	0	0	0	0	0	0	0	20	0	0	0	22	0	0	0	31	0	0	0	0	0	0	0	19	0	0	0	69	0	1	0	34	0	0	0	1	0	0	0	361	3	3	0	0	4	2	0	0
10:15	10:30	41	2	0	0	34	1	0	0	5	0	0	0	0	0	0	0	1	0	0	0	97	1	2	0	19	0	0	0	0	0	0	0	24	0	0	0	21	0	0	0	35	0	0	0	0	0	0	0	7	0	0	0	84	1	3	1	37	2	0	1	0	0	0	0	419	0	6	0	0	5	0	0	0
10:30	10:45	35	0	0	0	31	0	0	2	5	0	0	0	1	0	0	0	5	0	0	0	77	0	1	0	21	0	0	0	0	0	0	0	32	0	0	0	28	0	0	0	21	0	0	0	3	0	0	0	16	2	0	0	65	0	2	1	30	0	0	0	1	0	0	0	379	0	2	0	0	0	12	0	0
10:45	11:00	49	0	0	0	31	0	0	1	7	0	0	0	0	0	0	0	3	0	0	0	78	0	3	0	15	0	0	0	0	0	0	0	26	0	0	1	28	0	0	0	28	0	0	0	0	0	0	0	12	0	0	1	81	0	1	0	43	0	0	0	0	0	0	0	408	0	5	0	0	4	0	0	0
11:00	11:15	38	0	0	0	41	0	0	0	12	0	0	0	1	0	0	0	3	0	0	0	73	0	2	0	12	0	0	0	0	0	0	0	15	0	0	0	28	0	0	0	25	1	0	0	1	0	0	0	15	0	0	0	49	0	3	0	38	0	0	0	1	0	0	0	358	3	9	0	0	5	2	0	0
11:15	11:30	42	0	0	0	14	0	0	0	5	1	0	0	0	0	0	0	5	1	0	0	78	4	2	0	16	0	0	0	0	0	0	0	20	2	0	0	26	4	0	0	27	0	0	0	1	0	0	0	10	0	0	0	81	1	1	0	22	0	0	0	0	0	0	0	363	0	1	0	0	7	8	0	0
11:30	11:45	41	0	0	0	26	0	0	0	3	0	0	0	0	0	0	0	4	1	0	0	73	1	2	0	9	0	0	0	0	0	0	0	20	2	0	0	39	0	0	0	25	0	0	0	1	0	0	0	6	1	0	0	56	1	2	1	27	1	0	0	1	0	0	0	343	4	1	0	0	14	2	3	0
11:45	12:00	35	0	0	0	32	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0	73	0	2	0	15	0	0	0	0	0	0	0	27	0	0	0	37	0	0	2	20	0	0	1	1	0	0	0	10	0	0	0	81	1	1	0	41	0	0	0	1	0	0	0	391	1	1	0	0	8	6	0	0
TOTAL		658	7	0	1	485	3	0	5	73	1	0	0	6	0	0	0	62	2	0	0	1283	19	33	4	230	0	0	0	1	0	0	0	319	8	0	3	478	7	0	3	351	3	0	1	9	0	0	0	216	8	0	3	1143	11	34	4	626	9	0	4	7	0	0	0	6120	22	66	0	0	80	53	6	0

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
6:00	7:00	26	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	1	1	1	2	0	0	0	0	0	0	0	6	0	0	0	17	0	0	0	9	1	0	0	0	0	0	0	8	0	0	0	29	0	0	0	40	3	0	0	0	0	0	0	200	2	3	0	0	0	1	0	0
6:15	7:15	39	4	0	0	21	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	66	2	1	2	8	0	0	0	0	0	0	0	7	0	0	0	28	0	0	0	15	1	0	0	0	0	0	0	12	0	0	0	39	0	2	0	53	3	0	0	0	0	0	0	307	4	7	0	0	2	1	0	0
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7:00	8:00	75	1	0	0	57	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0	152	3	1	1	20	0	0	0	0	0	0	0	9	1	0	0	63	0	0	1	20	0	0	0	0	0	0	0	21	1	0	2	84	1	3	0	91	2	0	2	0	0	0	0	622	4	11	0	0	7	0	1	0
7:15	8:15	89	1	0	0	66	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	174	4	2	1	21	0	0	0	0	0	0	0	18	2	0	0	68	1	0	1	23	0	0	0	1	0	0	0	23	1	0	2	114	2	3	0	90	2	0	2	0	0	0	0	719	2	10	0	0	7	2	1	0
7:30	8:30	101	1	0	1	69	0	0	1	3	0	0	0	0	0	0	0	7	0	0	0	184	5	4	1	21	0	0	0	0	0	0	0	24	2	0	1	76	1	0	0	24	0	0	0	1	0	0	0	28	1	0	2	137	2	4	0	89	2	0	2	0	0	0	0	794	3	15	0	0	17	2	2	0
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8:00	9:00	109	1	0	1	84	1	0	2	6	0	0	0	1	0	0	0	9	0	0	0	192	5	6	1	31	0	0	0	1	0	0	0	42	1	0	2	77	1	0	0	37	0	0	0	2	0	0	0	31	2	0	0	179	3	7	1	96	0	0	0	0	0	0	0	931	3	20	0	0	23	6	1	0
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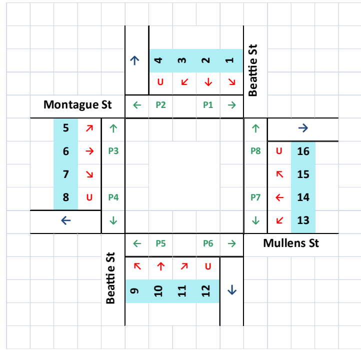
8:30	9:30	113	0	0	0	103	1	0	1	11	0	0	0	3	0	0	0	10	0	0	0	227	4	6	1	44	0	0	0	1	0	0	0	69	1	0	1	84	0	0	0	46	1	0	0	1	0	0	0	33	4	0	0	237	2	9	1	120	1	0	1	2	0	0	0	1138	4	15	0	0	14	16	0	0
8:45	9:45	127	0	0	0	104	0	0	0	11	0	0	0	3	0	0	0	13	0	0	0	254	4	7	1	48	0	0	0	1	0	0	0	72	2	0	1	85	1	0	0	61	1	0	0	0	0	0	0	55	3	0	0	263	2	7	1	124	1	0	1	2	0	0	0	1255	2	5	0	0	6	16	1	0
9:00	10:00	128	0	0	0	103	0	0	0	16	0	0	0	2	0	0	0	14	0	0	0	274	3	7	1	57	0	0	0	0	0	0	0	78	2	0	0	92	2	0	0	73	1	0	0	0	0	0	0	61	2	0	0	285	3	10	0	127	1	0	1	2	0	0	0	1345	2	4	0	0	3	14	1	0
9:15	10:15	137	0	0	0	96	1	0	0	18	0	0	0	1	0	0	0	15	0	0	0	281	3	9	0	61	0	0	0	0	0	0	0	83	2	0	0	87	2	0	0	93	0	0	0	0	0	0	0	72	2	0	0	297	3	8	0	136	1	0	1	3	0	0	0	1412	3	6	0	0	7	12	1	0
9:30	10:30	151	2	0	0	104	2	0	0	19	0	0	0	1	0	0	0	15	0	0	0	323	3	10	0	63	0	0	0	0	0	0	0	79	1	0	0	88	2	0	0	116	0	0	0	0	0	0	0	67	0	0	0	304	4	9	1	140	2	0	1	1	0	0	0	1508	3	9	0	0	9	4	1	0
9:45	10:45	146	2	0	0	112	2	0	2	21	0	0	0	2	0	0	0	15	0	0	0	313	2	8	0	69	0	0	0	0	0	0	0	96	0	0	0	95	1	0	0	112	0	0	0	3	0	0	0	60	2	0	0	298	3	10	2	139	2	0	1	2	0	0	0	1520	3	11	0	0	9	15	0	0
10:00	11:00	164	2	0	0	117	2	0	3	23	0	0	0	2	0	0	0	13	0	0	0	326	2	10	0	68	0	0	0	0	0	0	0	102	0	0	1	99	0	0	0	115	0	0	0	3	0	0	0	54	2	0	1	299	1	7	2	144	2	0	1	2	0	0	0	1567	3	16	0	0	13	14	0	0
10:15	11:15	163	2	0	0	137	1	0	3	29	0	0	0	2	0	0	0	12	0	0	0	325	1	8	0	67	0	0	0	0	0	0	0	97	0	0	1	105	0	0	0	109	1	0	0	4	0	0	0	50	2	0	1	279	1	9	2	148	2	0	1	2	0	0	0	1564	3	22	0	0	14	14	0	0
10:30	11:30	164	0	0	0	117	0	0	3	29	1	0	0	2	0	0	0	16	1	0	0	306	4	8	0	64	0	0	0	0	0	0	0	93	2	0	1	110	4	0	0	101	1	0	0	5	0	0	0	53	2	0	1	276	1	7	1	133	0	0	0	2	0	0	0	1508	3	17	0	0	16	22	0	0
10:45	11:45	170	0	0	0	112	0	0	1	27	1	0	0	1	0	0	0	15	2	0	0	302	5	9	0	52	0	0	0	0	0	0	0	81	4	0	1	121	4	0	0	105	1	0	0	3	0	0	0	43	1	0	1	267	2	7	1	130	1	0	0	2	0	0	0	1472	7	16	0	0	30	12	3	0
11:00	12:00	156	0	0	0	113	0	0	0	24	1	0	0	1	0	0	0	19	2	0	0	297	5	8	0	52	0	0	0	0	0	0	0	82	4	0	0	130	4	0	2	97	1	0	1	4	0	0	0	41	1	0	0	267	3	7	1	128	1	0	0	3	0	0	0	1455	8	12	0	0	34	18	3	0

Attachment 1

C12 Weekend Beatie Street and Montague Street



FROM		TO	1				2				3				4				5				6				7				8			
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00	-	12:15	47	1	0	0	22	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	84	2	2	0	17	0	0	0	1	0	0	0
12:15	-	12:30	36	1	0	0	28	1	0	1	7	0	0	0	0	0	0	0	6	0	0	0	102	3	0	0	19	0	0	0	0	0	0	0
12:30	-	12:45	35	1	0	0	27	0	0	0	9	0	0	0	0	0	0	0	4	0	0	0	73	1	4	0	16	0	0	0	0	0	0	0
12:45	-	13:00	53	0	0	0	19	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	71	0	2	0	17	0	0	0	0	0	0	0
13:00	-	13:15	20	0	0	0	34	2	0	0	11	0	0	0	0	0	0	0	2	0	0	0	71	1	3	0	9	0	0	0	0	0	0	0
13:15	-	13:30	45	1	0	0	40	0	0	0	4	1	0	0	0	0	0	0	5	0	0	0	60	0	1	0	11	0	0	0	0	0	0	0
13:30	-	13:45	39	0	0	0	20	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	70	1	3	0	10	0	0	0	0	0	0	0
13:45	-	14:00	29	0	0	0	23	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	77	0	1	0	6	0	0	0	0	0	0	0
14:00	-	14:15	31	0	0	0	31	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	66	0	1	0	13	0	0	0	0	0	0	0
14:15	-	14:30	39	1	0	0	32	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	62	0	3	0	9	0	0	0	0	0	0	0
14:30	-	14:45	38	0	0	0	34	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	55	2	2	0	7	0	0	0	0	0	0	0
14:45	-	15:00	37	1	0	0	26	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	55	2	2	0	13	0	0	0	1	0	0	0
15:00	-	15:15	38	0	0	0	33	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	48	2	2	0	9	0	0	0	0	0	0	0
15:15	-	15:30	39	0	0	0	23	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	61	0	2	0	16	0	0	0	0	0	0	0
15:30	-	15:45	27	0	0	0	49	1	0	0	8	0	0	0	1	0	0	0	5	0	0	0	48	0	2	0	13	0	0	0	0	0	0	0
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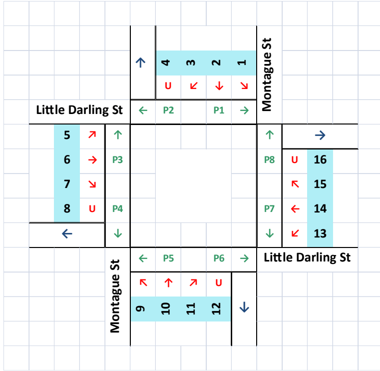
16:00	-	16:15	38	0	0	0	27	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	48	0	4	0	9	0	0	0	0	0	0	0
16:15	-	16:30	11	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	1	0	0	0	0	0	0	0
TOTAL			648	6	0	0	508	4	0	2	88	2	0	0	2	0	0	0	53	0	0	0	1141	16	36	0	205	0	0	0	3	0	0	0

FROM		TO	9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	-	12:15	20	0	0	0	32	0	0	0	15	0	0	0	0	0	0	0	14	0	0	0	63	0	3	0	38	0	0	0	0	0	0	0	372	3	1	0	0	0	2	0	0
12:15	-	12:30	28	0	0	0	34	0	0	1	30	0	0	2	0	0	0	0	11	0	0	0	78	1	2	0	29	1	0	0	1	0	0	0	422	2	4	0	0	2	11	0	0
12:30	-	12:45	21	0	0	0	25	0	0	0	25	0	0	0	0	0	0	0	18	0	0	0	79	1	2	0	41	0	0	0	2	0	0	0	384	1	0	0	0	11	1	0	0
12:45	-	13:00	30	0	0	0	44	1	0	0	20	0	0	0	2	0	0	0	13	0	0	0	75	0	2	0	44	0	0	1	0	0	0	0	401	1	5	0	0	9	7	0	0
13:00	-	13:15	27	0	0	0	35	0	0	0	21	0	0	0	1	0	0	0	17	0	0	0	62	2	1	0	24	0	0	0	1	0	0	0	344	0	1	0	0	1	3	3	0
13:15	-	13:30	20	0	0	0	36	0	0	0	16	1	0	0	2	0	0	0	14	0	0	0	70	1	3	0	28	0	0	0	1	0	0	0	360	0	1	0	0	17	3	0	0
13:30	-	13:45	17	0	0	0	31	0	0	0	13	0	0	0	0	0	0	0	11	1	0	0	93	1	1	0	33	0	0	0	2	0	0	0	351	6	3	0	0	6	4	0	0
13:45	-	14:00	24	0	0	0	34	0	0	0	21	0	0	0	1	0	0	0	12	1	0	0	76	2	3	0	32	0	0	0	2	0	0	0	353	2	0	0	0	10	7	0	0
14:00	-	14:15	15	0	0	0	22	1	0	2	24	1	0	1	1	0	0	0	8	0	0	0	61	2	1	0	42	0	0	0	0	0	0	0	329	1	2	0	0	8	15	0	0
14:15	-	14:30	11	1	0	0	28	1	0	2	25	1	0	0	0	0	0	0	11	0	0	0	60	2	1	0	31	0	0	0	0	0	0	0	330	1	2	0	0	1	5	0	0
14:30	-	14:45	13	0	0	0	22	0	0	0	14	1	0	0	0	0	0	0	6	0	0	0	59	0	3	0	39	2	0	0	1	0	0	0	301	0	2	0	0	7	1	0	0
14:45	-	15:00	18	1	0	0	20	0	0	0	25	0	0	0	1	0	0	0	14	0	0	0	55	0	2	0	31	0	0	0	2	0	0	0	311	0	1	0	0	6	18	0	0
15:00	-	15:15	19	0	0	0	27	0	0	0	16	0	0	0	0	0	0	0	10	0	0	0	59	0	3	0	15	0	0	0	1	0	0	0	291	5	1	0	0	4	8	0	0
15:15	-	15:30	20	0	0	0	26	0	0	0	18	0	0	0	0	0	0	0	9	0	0	0	62	1	2	0	26	1	0	0	2	0	0	0	311	1	6	0	0	13	3	0	0
15:30	-	15:45	14	0	0	0	22	0	0	0	19	0	0	0	0	0	0	0	11	0	0	0	75	1	0	0	42	0	0	0	3	0	0	0	341	1	0	0	0	8	1	1	0
15:45	-	16:00	21	0	0	0	27	0	0	0	8	0	0	0	0	0	0	0	10	0	0	0	56	1	0	0	24	0	0	0	1	0	0	0	321	1	1	0	0	2	2	0	0
16:00	-	16:15	18	0	0	0	21	1	0	0	22	0	0	0	0	0	0	0	13	0	0	0	71	1	1	0	31	0	0	0	0	0	0	0	307	0	0	0	0	3	2	0	0
16:15	-	16:30	5	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	17	0	0	0	11	0	0	0	0	0	0	0	89	0	0	0	0	1	0	0	0
TOTAL			341	2	0	0	491	4	0	5	337	4	0	3	8	0	0	0	205	2	0	0	1171	16	30	0	561	4	0	1	19	0	0	0	13046	25	30	0	0	109	93	4	0

Afternoon peak HOURLY COUNTS			1				2				3				4				5				6				7				8			
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00	-	13:00	171	3	0	0	96	1	0	1	26	0	0	0	0	0	0	0	18	0	0	0	330	6	8	0	69	0	0	0	1	0	0	0
12:15	-	13:15	144	2	0	0	108	3	0	1	31	0	0	0	0	0	0	0	15	0	0	0	317	5	9	0	61	0	0	0	0	0	0	0
12:30	-	13:30	153	2	0	0	120	2	0	0	28	1	0	0	0	0	0	0	14	0	0	0	275	2	10	0	53	0	0	0	0	0	0	0
12:45	-	13:45	157	1	0	0	113	2	0	0	23	1	0	0	0	0	0	0	11	0	0	0	272	2	9	0	47	0	0	0	0	0	0	0
13:00	-	14:00	133	1	0	0	117	2	0	0	22	1	0	0	0	0	0	0	14	0	0	0	278	2	8	0	36	0	0	0	0	0	0	0
13:15	-	14:15	144	1	0	0	114	0	0	0	15	1	0	0	0	0	0	0	14	0	0	0	273	1	6	0	40	0	0	0	0	0	0	0
13:30	-	14:30	138	1	0	0	106	0	0	0	19	0	0	0	0	0	0	0	11	0	0	0	275	1	8	0	38	0	0	0	0	0	0	0
13:45	-	14:45	137	1	0	0	120	0	0	0	17	0	0	0	0	0	0	0	11	0	0	0	260	2	7	0	35	0	0	0	0	0	0	0
14:00	-	15:00	145	2	0	0	123	0	0	1	15	0	0	0	0	0	0	0	8	0	0	0	238	4	8	0	42	0	0	0	1	0	0	0
14:15	-	15:15	152	2	0	0	125	0	0	1	15	0	0	0	0	0	0	0	11	0	0	0	220	6	9	0	38	0	0	0	1	0	0	0
14:30	-	15:30	152	1	0	0	116	0	0	1	8	0	0	0	1	0	0	0	10	0	0	0	219	6	8	0	45	0	0	0	1	0	0	0
14:45	-	15:45	141	1	0	0	131	1	0	1	14	0	0	0	2	0	0	0	14	0	0	0	212	4	8	0	51	0	0	0	1	0	0	0
15:00	-	16:00	150	0	0	0	139	1	0	0	23	1	0	0	2	0	0	0	12	0	0	0	223	4	8	0	48	0	0	0	1	0	0	0
15:15	-	16:15	150	0	0	0	133	1	0	0	20	1	0	0	2	0	0	0	8	0	0	0	223	2	10	0	48	0	0	0	1	0	0	0
15:30	-	16:30	759	6	0	0	618	5	0	2	107	3	0	0	3	0	0	0	60	0	0	0	1303	18	44	0	237	0	0	0	4	0	0	0

Afternoon peak HOURLY COUNTS			9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	-	13:00	99	0	0	0	135	1	0	1	90	0	0	2	2	0	0	0	56	0	0	0	295	2	9	0	152	1	0	1	3	0	0	0	1579	7	10	0	0	22	21	0	0
12:15	-	13:15	106	0	0	0	138	1	0	1	96	0	0	2	3	0	0	0	59	0	0	0	294	4	7	0	138	1	0	1	4	0	0	0	1551	4	10	0	0	23	22	3	0
12:30	-	13:30	98	0	0	0	140	1	0	0	82	1	0	0	5	0	0	0	62	0	0	0	286	4	8	0	137	0	0	1	4	0	0	0	1489	2	7	0	0	38	14	3	0
12:45	-	13:45	94	0	0	0	146	1	0	0	70	1	0	0	5	0	0	0	55	1	0	0	300	4	7	0	129	0	0	1	4	0	0	0	1456	7	10	0	0	33	17	3	0
13:00	-	14:00	88	0	0	0	136	0	0	0	71	1	0	0	4	0	0	0	54	2	0	0	301	6	8	0	117	0	0	0	6	0	0	0	1408	8	5	0	0	34	17	3	0
13:15	-	14:15	76	0	0	0	123	1	0	2	74	2	0	1	4	0	0	0	45	2	0	0	300	6	8	0	135	0	0	0	5	0	0	0	1393	9	6	0	0	41	29	0	0
13:30	-	14:30	67	1	0	0	115	2	0	4	83	2	0	1	2	0	0	0	42	2	0	0	290	7	6	0	138	0	0	0	4	0	0	0	1363	10	7	0	0	25	31	0	0
13:45	-	14:45	63	1	0	0	106	2	0	4	84	3	0	1	2	0	0	0	37	1	0	0	256	6	8	0	144	2	0	0	3	0	0	0	1313	4	6	0	0	26	28	0	0
14:00	-	15:00	57	2	0	0	92	2	0	4	88	3	0	1	2	0	0	0	39	0	0	0	235	4	7	0	143	2	0	0	3	0	0	0	1271	2	7	0	0	22	39	0	0
14:15	-	15:15	61	2	0	0	97	1	0	2	80	2	0	0	1	0	0	0	41	0	0	0	233	2	9	0	116	2	0	0	4	0	0	0	1233	6	6	0	0	18	32	0	0
14:30	-	15:30	70	1	0	0	95	0	0	0	73	1	0	0	1	0	0	0	39	0	0	0	235	1	10	0	111	3	0	0	6	0	0	0	1214	6	10	0	0	30	30	0	0
14:45	-	15:45	71	1	0	0	95	0	0	0	78	0	0	0	1	0	0	0	44	0	0	0	251	2	7	0	114	1	0	0	8	0	0	0	1254	7	8	0	0	31	30	1	0
15:00	-	16:00	74	0	0	0	102	0	0	0	61	0	0	0	0	0	0	0	40	0	0	0	252	3	5	0	107	1	0	0	7	0	0	0	1264	8	8	0	0	27	14	1	0
15:15	-	16:15	73	0	0	0	96	1	0	0	67	0	0	0	0	0	0	0	43	0	0	0	264	4	3	0	123	1	0	0	6	0	0	0	1280	3	7	0	0	26	8	1	0
15:30	-	16:30	394	2	0	0	561	5	0	5	386	4	0	3	8	0	0	0	239	2	0	0	1373	19	31	0	658	4	0	1	23	0	0	0	6887	27	31	0	0	122	98	5	0

C13 Weekday Montague Street and Little Darling Street



FROM	TO	1				2				3				4				5				6				7				8			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	2	0	0	0	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	1	0	0	0	45	4	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	3	1	0	0	48	3	2	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	5	0	0	0	56	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:15	7:30	7	0	0	0	40	1	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:30	7:45	4	0	0	0	51	5	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	7	0	0	0	40	1	4	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00	8:15	7	0	0	0	54	1	7	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15	8:30	4	1	0	0	41	3	7	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	7	0	0	0	73	3	2	0	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	4	0	0	0	78	1	6	0	2	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	3	0	0	0	65	0	4	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:15	9:30	10	0	0	0	53	2	2	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	9	0	0	0	56	7	1	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	12	1	0	0	56	2	5	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:00	10:15	2	0	0	0	16	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		87	3	0	0	788	37	56	1	32	3	0	0	1	0	0	0	26	0	0	0	4	0	0	0	6	0	0	0	0	0	0	0

FROM	TO	9				10				11				12				13				14				15				16				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	26	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	56
6:30	6:45	0	0	0	0	37	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	98
6:45	7:00	1	0	0	0	54	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	132
7:00	7:15	0	0	0	0	64	1	1	1	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	145
7:15	7:30	1	0	0	0	67	1	5	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	137
7:30	7:45	1	0	0	0	75	3	5	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	161
7:45	8:00	0	0	0	0	65	2	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	137
8:00	8:15	2	0	0	0	82	2	4	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	171
8:15	8:30	1	0	0	0	76	4	3	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	153
8:30	8:45	3	0	0	0	66	5	3	1	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	178
8:45	9:00	1	0	0	0	86	2	6	0	2	1	0	0	0	0	0	0	2	1	0	0	2	0	0	0	2	1	0	0	0	0	0	0	203
9:00	9:15	5	0	0	0	88	4	4	0	4	2	0	0	1	0	0	0	4	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	201
9:15	9:30	2	0	0	0	57	2	5	1	1	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	153
9:30	9:45	2	2	0	0	70	6	3	0	0	1	0	0	1	0	0	0	4	0	0	0	1	0	0	0	8	0	0	0	0	0	0	0	175
9:45	10:00	3	0	0	0	72	5	2	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	175
10:00	10:15	0	0	0	0	15	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	42
TOTAL		22	2	0	0	1000	44	53	14	13	4	0	0	2	0	0	0	26	6	0	0	5	0	0	1	79	2	0	0	0	0	0	0	2317

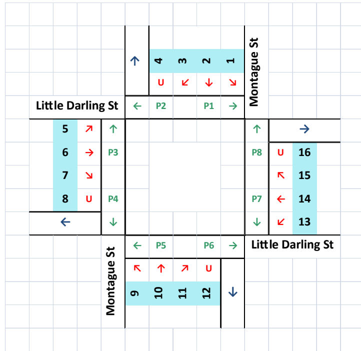
FROM	TO	P1	P2	P3	P4	P5	P6	P7	P8
6:00	6:15	0	0	0	0	0	0	0	0
6:15	6:30	0	0	1	1	0	1	3	2
6:30	6:45	0	0	2	0	0	6	1	4
6:45	7:00	0	0	2	1	1	1	1	1
7:00	7:15	0	0	3	3	2	4	0	1
7:15	7:30	0	7	6	7	2	2	5	4
7:30	7:45	0	0	1	4	3	3	0	3
7:45	8:00	0	0	2	3	1	5	3	1
8:00	8:15	0	4	3	2	1	1	5	3
8:15	8:30	1	1	5	3	4	7	3	3
8:30	8:45	4	5	4	7	3	5	3	2
8:45	9:00	0	2	1	3	7	2	1	2
9:00	9:15	2	1	2	3	5	4	3	2
9:15	9:30	2	3	3	4	8	3	2	3
9:30	9:45	0	2	2	5	7	2	1	1
9:45	10:00	0	1	5	5	2	2	3	2
10:00	10:15	0	0	0	1	0	3	2	0
TOTAL		9	26	42	52	46	51	36	34

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8			
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
6:00	7:00	6	1	0	0	109	9	6	0	4	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	7:15	11	1	0	0	165	11	9	0	6	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:30	7:30	16	1	0	0	189	10	11	0	8	1	0	0	1	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
6:45	7:45	19	1	0	0	195	11	13	0	11	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
7:00	8:00	23	0	0	0	187	9	15	0	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
7:15	8:15	25	0	0	0	185	8	19	0	8	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
7:30	8:30	22	1	0	0	186	10	22	0	8	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
7:45	8:45	25	1	0	0	208	8	20	0	8	0	0	0	0	0	0	0	11	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
8:00	9:00	22	1	0	0	246	8	22	0	8	0	0	0	0	0	0	0	14	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
8:15	9:15	18	1	0	0	257	7	19	0	11	0	0	0	0	0	0	0	12	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
8:30	9:30	24	0	0	0	269	6	14	0	12	1	0	0	0	0	0	0	8	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
8:45	9:45	26	0	0	0	252	10	13	1	11	1	0	0	0	0	0	0	7	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
9:00	10:00	34	1	0	0	230	11	12	1	11	1	0	0	0	0	0	0	8	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
9:15	10:15	33	1	0	0	181	11	9	1	7	2	0	0	0	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0

Morning peak HOURLY COUNTS		9				10				11				12				13				14				15				16				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:00	7:00	1	0	0	0	117	6	6	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	286
6:15	7:15	1	0	0	0	181	7	7	4	2	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	17	0	0	0	0	0	0	0	431
6:30	7:30	2	0	0	0	222	6	10	4	2	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	19	0	0	0	0	0	0	0	512
6:45	7:45	3	0	0	0	260	7	14	5	2	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	22	0	0	0	0	0	0	0	575
7:00	8:00	2	0	0	0	271	7	16	7	2	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	20	0	0	0	0	0	0	0	580
7:15	8:15	4	0	0	0	289	8	19	7	1	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	19	0	0	0	0	0	0	0	606
7:30	8:30	4	0	0	0	298	11	17	8	1	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	18	0	0	0	0	0	0	0	622
7:45	8:45	6	0	0	0	289	13	15	7	2	0	0	0	0	0	0	0	4	0	0	0	2	0	0	1	16	0	0	0	0	0	0	0	639
8:00	9:00	7	0	0	0	310	13	16	3	4	1	0	0	0	0	0	0	6	1	0	0	4	0	0	1	13	1	0	0	0	0	0	0	705
8:15	9:15	10	0	0	0	316	15	16	2	7	3	0	0	1	0	0	0	9	1	0	0	4	0	0	1	20	1	0	0	0	0	0	0	735
8:30	9:30	11	0	0	0	297	13	18	2	8	3	0	0	1	0	0	0	13	3	0	0	3	0	0	1	22	1	0	0	0	0	0	0	735
8:45	9:45	10	2	0	0	301	14	18	1	7	4	0	0	2	0	0	0	15	3	0	0	3	0	0	0	26	1	0	0	0	0	0	0	732
9:00	10:00	12	2	0	0	287	17	14	1	6	3	0	0	2	0	0	0	14	3	0	0	1	0	0	0	30	0	0	0	0	0	0	0	704
9:15	10:15	7	2	0	0	214	14	11	1	3	1	0	0	1	0	0	0	10	3	0	0	1	0	0	0	23	1	0	0	0	0	0	0	545

Morning peak HOURLY COUNTS		P1	P2	P3	P4	P5	P6	P7	P8
6:00	7:00	0	0	5	2	1	8	5	7
6:15	7:15	0	0	8	5	3	12	5	8
6:30	7:30	0	7	13	11	5	13	7	10
6:45	7:45	0	7	12	15	8	10	6	9
7:00	8:00	0	7	12	17	8	14	8	9
7:15	8:15	0	11	12	16	7	11	13	11
7:30	8:30	1	5	11	12	9	16	11	10
7:45	8:45	5	10	14	15	9	18	14	9
8:00	9:00	5	12	13	15	15	15	12	10
8:15	9:15	7	9	12	16	19	18	10	9
8:30	9:30	8	11	10	17	23	14	9	9
8:45	9:45	4	8	8	15	27	11	7	8
9:00	10:00	4	7	12	17	22	11	9	8
9:15	10:15	2	6	10	15	17	10	8	6

C13 Weekday Montague Street and Little Darling Street



FROM - TO	1				2				3				4			
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
14:00 - 14:15	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	4	1	0	0	71	2	2	0	1	0	0	0	0	0	0	0
14:30 - 14:45	6	1	0	0	67	0	5	1	3	0	0	0	0	0	0	0
14:45 - 15:00	6	0	0	0	67	1	2	0	1	0	0	0	0	0	0	0
15:00 - 15:15	5	0	0	0	73	1	3	0	1	0	0	0	0	0	0	0
15:15 - 15:30	8	0	0	0	66	0	2	0	3	0	0	0	0	0	0	0
15:30 - 15:45	11	0	0	0	68	0	5	0	2	0	0	0	1	0	0	0
15:45 - 16:00	13	0	0	0	71	0	3	0	3	0	0	0	0	0	0	0
16:00 - 16:15	4	0	0	0	72	0	2	0	5	0	0	0	0	0	0	0
16:15 - 16:30	4	0	0	0	77	0	2	0	7	0	0	0	0	0	0	0
16:30 - 16:45	9	0	0	0	79	0	3	2	2	0	0	0	0	0	0	0
16:45 - 17:00	6	0	0	0	84	1	3	0	1	0	0	0	0	0	0	0
17:00 - 17:15	9	0	0	0	78	0	3	0	1	0	0	0	0	0	0	0
17:15 - 17:30	13	0	0	0	68	1	6	0	5	0	0	0	0	0	0	0
17:30 - 17:45	4	0	0	0	37	0	3	2	0	0	0	0	0	0	0	0
17:45 - 18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	102	2	0	0	984	5	44	3	35	0	0	0	1	0	0	0

FROM - TO	5				6				7				8			
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
14:00 - 14:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:30 - 14:45	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:45 - 15:00	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
15:00 - 15:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:30 - 15:45	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:45 - 16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:15 - 16:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
17:00 - 17:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
17:30 - 17:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	51	0	6	0	0	0	0	0	14	1	6	2	0	0	0	0
TOTAL	28	0	0	0	3	0	0	0	9	0	0	0	0	0	0	0

FROM - TO	9				10				11				12			
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
14:00 - 14:15	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0
14:15 - 14:30	2	1	0	0	53	1	3	2	0	0	0	0	0	0	0	0
14:30 - 14:45	1	0	0	0	64	2	1	1	0	0	0	0	0	0	0	0
14:45 - 15:00	1	0	0	0	73	3	2	0	4	0	0	0	0	0	0	0
15:00 - 15:15	1	0	0	0	88	7	4	1	2	0	0	0	1	0	0	0
15:15 - 15:30	2	0	0	0	81	1	3	0	1	0	0	0	0	0	0	0
15:30 - 15:45	3	0	0	0	89	3	2	0	2	0	0	0	1	0	0	0
15:45 - 16:00	3	0	0	0	65	2	2	0	4	0	0	0	0	0	0	0
16:00 - 16:15	2	0	0	0	67	1	4	0	2	0	0	0	0	0	0	0
16:15 - 16:30	1	0	0	0	54	2	3	1	1	0	0	0	1	0	0	0
16:30 - 16:45	1	0	0	0	65	2	3	2	0	0	0	0	0	0	0	0
16:45 - 17:00	3	0	0	0	70	1	3	0	0	0	0	0	0	0	0	0
17:00 - 17:15	2	0	0	0	76	0	4	1	0	0	0	0	0	0	0	0
17:15 - 17:30	2	0	0	0	64	0	5	0	2	0	0	0	0	0	0	0
17:30 - 17:45	1	0	0	0	35	1	3	1	1	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	25	1	0	0	946	26	43	8	16	0	0	0	3	0	0	0

FROM - TO	13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
14:15 - 14:30	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	153	2	0	3	4	4	5	2	1
14:30 - 14:45	5	0	0	0	1	0	0	0	8	0	0	0	0	0	0	0	170	3	0	6	3	3	3	3	2
14:45 - 15:00	2	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	172	0	1	4	3	2	9	9	8
15:00 - 15:15	1	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	198	2	0	5	4	1	4	4	2
15:15 - 15:30	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	177	0	0	3	3	2	1	1	8
15:30 - 15:45	4	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	198	1	0	4	1	5	1	2	8
15:45 - 16:00	2	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	175	2	0	1	2	4	1	9	2
16:00 - 16:15	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	165	1	0	8	2	7	0	7	3
16:15 - 16:30	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	158	3	0	7	5	5	6	3	6
16:30 - 16:45	7	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	185	3	0	7	3	1	3	3	5
16:45 - 17:00	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	181	4	0	6	3	6	4	2	3
17:00 - 17:15	3	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	190	2	0	4	4	4	3	2	5
17:15 - 17:30	2	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	177	3	1	3	4	3	6	1	4
17:30 - 17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	93	0	0	6	4	3	5	1	2
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	0	0	0	1	3	6	1	0
TOTAL	40	0	0	0	5	0	0	0	62	0	0	0	1	0	0	0	4450	26	2	67	46	53	57	50	59

Afternoon peak HOURLY COUNTS	1				2				3				4			
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
14:00 - 15:00	16	2	0	0	211	3	9	1	5	0	0	0	0	0	0	0
14:15 - 15:15	21	2	0	0	278	4	12	1	6	0	0	0	0	0	0	0
14:30 - 15:30	25	1	0	0	273	2	12	1	8	0	0	0	0	0	0	0
14:45 - 15:45	30	0	0	0	274	2	12	0	7	0	0	0	1	0	0	0
15:00 - 16:00	37	0	0	0	278	1	13	0	9	0	0	0	1	0	0	0
15:15 - 16:15	36	0	0	0	277	0	12	0	13	0	0	0	1	0	0	0
15:30 - 16:30	32	0	0	0	288	0	12	0	17	0	0	0	1	0	0	0
15:45 - 16:45	30	0	0	0	299	0	10	2	17	0	0	0	0	0	0	0
16:00 - 17:00	23	0	0	0	312	1	10	2	15	0	0	0	0	0	0	0
16:15 - 17:15	28	0	0	0	318	1	11	2	11	0	0	0	0	0	0	0
16:30 - 17:30	37	0	0	0	309	2	15	2	9	0	0	0	0	0	0	0
16:45 - 17:45	32	0	0	0	267	2	15	2	7	0	0	0	0	0	0	0
17:00 - 18:00	28	0	0	0	183	1	12	2	6	0	0	0	0	0	0	0

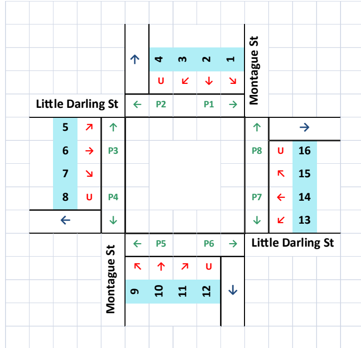
Afternoon peak HOURLY COUNTS	5				6				7				8			
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
14:00 - 15:00	9	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
14:15 - 15:15	9	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0
14:30 - 15:30	7	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0
14:45 - 15:45	7	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0
15:00 - 16:00	7	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
15:15 - 16:15	7	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
15:30 - 16:30	6	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
15:45 - 16:45	5	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
16:00 - 17:00	5	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
16:15 - 17:15	6	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
16:30 - 17:30	8	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
16:45 - 17:45	8	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
17:00 - 18:00	58	0	6	0	1	0	0	0	15	1	6	2	0	0	0	0

Afternoon peak HOURLY COUNTS	9				10				11				12			
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
14:00 - 15:00	4	1	0	0	192	7	7	3	4	0	0	0	0	0	0	0
14:15 - 15:15	5	1	0	0	278	13	10	4	6	0	0	0	1	0	0	0
14:30 - 15:30	5	0	0	0	306	13	10	2	7	0	0	0	1	0	0	0
14:45 - 15:45	7	0	0	0	331	14	11	1	9	0	0	0	2	0	0	0
15:00 - 16:00	9	0	0	0	323	13	11	1	9	0	0	0	2	0	0	0
15:15 - 16:15	10	0	0	0	302	7	11	0	9	0	0	0	1	0	0	0
15:30 - 16:30	9	0	0	0	275	8	11	1	9	0	0	0	2	0	0	0
15:45 - 16:45	7	0	0	0	251	7	12	3	7	0	0	0	1	0	0	0
16:00 - 17:00	7	0	0	0	256	6	13	3	3	0	0	0	1	0	0	0
16:15 - 17:15	7	0	0	0	265	5	13	4	1	0	0	0	1	0	0	0
16:30 - 17:30	8	0	0	0	275	3	15	3	2	0	0	0	0	0	0	0
16:45 - 17:45	8	0	0	0	245	2	15	2	3	0	0	0	0	0	0	0
17:00 - 18:00	5	0	0	0	175	1	12	2	3	0	0	0	0	0	0	0

Afternoon peak HOURLY COUNTS	13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
14:00 - 15:00	9	0	0	0	1	0	0	0	17	0	0	0	0	0	0	0	506	5	1	13	10	9	17	14	11
14:15 - 15:15	10	0	0	0	1	0	0	0	25	0	0	0	0	0	0	0	693	7	1	18	14	10	21	18	13
14:30 - 15:30	13	0	0	0	1	0	0	0	24	0	0	0	0	0	0	0	717	5	1	18	13	8	17	17	20
14:45 - 15:45	12	0	0	0	0	0	0	0	18	0	0	0	1	0	0	0	745	3	1	16	11	10	15	16	26
15:00 - 16:00	12	0	0	0	3	0	0	0	15	0	0	0	1	0	0	0	748	5	0	13	10	12	7	16	20
15:15 - 16:15	13	0	0	0	3	0	0	0	9	0	0	0	1	0	0	0	715	4	0	16	8	18	3	19	21
15:30 - 16:30	10	0	0	0	3	0	0	0	9	0	0	0	1	0	0	0	696	7	0	20	10	21	8	21	19
15:45 - 16:45	13	0	0	0	4	0	0	0	13	0	0	0	0	0	0	0	683	9	0	23	12	17	10	22	16
16:00 - 17:00	14	0	0	0	1	0	0	0	13	0	0	0	0	0	0	0	689	11	0	28	13	19	13	15	17
16:15 - 17:15	15	0	0	0	1	0	0	0	22	0	0	0	0	0	0	0	714	12	0	24	15	16	16	10	19
16:30 - 17:30	15	0	0	0	2	0	0	0	23	0	0	0	0	0	0	0	733	12	1	20	14	14	16	8	17
16:45 - 17:45	8	0	0	0	1	0	0	0	20	0	0	0	0	0	0	0	641	9	1	19	15	16	18	6	14
17:00 - 18:00	5	0	0	0	1	0	0	0	17	0	0	0	0	0	0	0	542	5	1	13	13	13	20	5	11

Attachment 1

C13 Weekend Montague Street and Little Darling Street



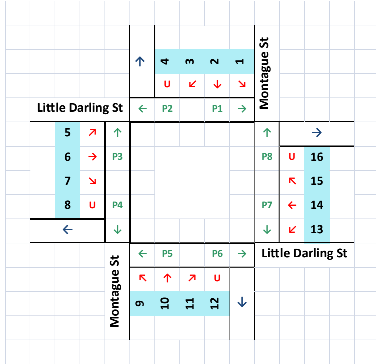
FROM		TO	1				2				3				4				5				6				7				8			
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
6:30	-	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	-	7:00	2	0	0	0	19	2	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	-	7:15	0	0	0	0	11	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:15	-	7:30	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	-	7:45	2	0	0	0	25	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:45	-	8:00	7	0	0	0	27	2	1	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	-	8:15	7	0	0	0	40	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	-	8:30	6	0	0	0	33	0	2	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:30	-	8:45	10	0	0	0	43	1	2	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
8:45	-	9:00	14	0	0	0	52	1	1	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	-	9:15	9	0	0	0	57	0	3	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
9:15	-	9:30	11	0	0	0	100	1	2	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	-	9:45	7	0	0	0	75	1	1	0	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:45	-	10:00	8	0	0	0	89	2	4	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:00	-	10:15	11	0	0	0	83	0	1	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	-	10:30	7	0	0	0	84	0	3	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:30	-	10:45	11	0	0	0	90	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:45	-	11:00	11	0	0	0	91	0	1	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	-	11:15	9	0	0	0	66	0	3	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
11:15	-	11:30	6	0	0	0	88	1	1	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	-	11:45	7	0	0	0	64	1	2	0	4	1	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
11:45	-	12:00	15	0	0	0	95	1	1	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			162	0	0	0	1247	19	34	1	58	1	0	0	0	1	0	0	32	1	0	0	4	0	0	0	12	0	0	0	0	0	0	0

FROM		TO	9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
6:30	-	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	-	7:00	0	0	0	0	24	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	52	0	0	2	3	0	0	2	0
7:00	-	7:15	1	0	0	0	27	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	50	0	0	1	2	1	0	0	0
7:15	-	7:30	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	48	2	1	3	0	0	0	0	0
7:30	-	7:45	0	0	0	0	48	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	85	0	0	1	4	1	0	0	0
7:45	-	8:00	1	0	0	0	48	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	99	2	0	1	1	1	1	0	0
8:00	-	8:15	2	1	0	0	49	2	1	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	116	2	1	3	4	0	5	0	0
8:15	-	8:30	1	1	0	0	43	1	2	2	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	105	0	0	2	10	2	0	3	0
8:30	-	8:45	0	0	0	0	69	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	139	1	0	1	3	1	2	1	0
8:45	-	9:00	2	0	0	0	56	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	136	0	1	2	8	1	1	0	0
9:00	-	9:15	4	0	0	0	69	1	2	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	171	0	0	3	1	3	3	2	2
9:15	-	9:30	2	0	0	0	71	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	199	0	0	6	4	5	6	0	0
9:30	-	9:45	1	0	0	0	88	0	3	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	191	2	2	7	2	1	2	2	0
9:45	-	10:00	0	0	0	0	72	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	192	0	0	3	4	2	3	0	0
10:00	-	10:15	1	0	0	0	77	2	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	202	0	3	6	5	8	2	0	0
10:15	-	10:30	3	1	0	0	98	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	223	0	0	5	7	4	4	0	0
10:30	-	10:45	4	0	0	0	87	2	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	216	0	1	2	6	2	5	0	0
10:45	-	11:00	1	0	0	0	90	0	3	0	6	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	8	0	0	1	0	0	0	0	226	0	0	4	14	4	5	0	0
11:00	-	11:15	3	0	0	0	78	1	2	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	178	0	0	8	7	3	1	0	0
11:15	-	11:30	1	0	0	0	87	4	2	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	208	0	0	5	7	0	4	0	0
11:30	-	11:45	2	0	0	0	69	1	2	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	170	0	0	7	4	4	1	0	0
11:45	-	12:00	1	0	0	0	72	0	2	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	10	0	0	0	0	0	0	0	209	0	0	2	2	3	5	0	0
TOTAL			30	3	0	0	1351	22	31	6	26	0	0	0	2	0	0	0	41	0	0	0	5	0	0	0	125	0	0	1	0	0	0	0	3215	9	9	74	98	46	50	10	2

Morning peak HOURLY COUNTS			1				2				3				4				5				6				7				8			
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
6:30	-	7:30	4	0	0	0	45	4	2	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:45	-	7:45	6	0	0	0	70	5	2	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
7:00	-	8:00	11	0	0	0	78	5	3	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
7:15	-	8:15	18	0	0	0	107	5	3	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:30	-	8:30	22	0	0	0	125	5	5	0	8	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
7:45	-	8:45	30	0	0	0	143	5	7	0	12	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
8:00	-	9:00	37	0	0	0	168	4	7	1	10	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
8:15	-	9:15	39	0	0	0	185	2	8	1	14	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
8:30	-	9:30	44	0	0	0	252	3	8	1	13	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
8:45	-	9:45	41	0	0	0	284	3	7	1	10	0	0	0	0	0	0	0	6	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0
9:00	-	10:00	35	0	0	0	321	4	10	0	12	0	0	0	0	0	0	0	8	1	0	0	1	0	0	0	3	0	0	0	0	0	0	0
9:15	-	10:15	37	0	0	0	347	4	8	0	10	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0
9:30	-	10:30	33	0	0	0	331	3	9	0	13	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0
9:45	-	10:45	37	0	0	0	346	3	10	0	16	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
10:00	-	11:00	40	0	0	0	348	1	7	0	20	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:15	-	11:15	38	0	0	0	331	1	9	0	20	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
10:30	-	11:30	37	0	0	0	335	2	7	0	16	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
10:45	-	11:45	33	0	0	0	309	2	7	0	15	1	0	0	0	1	0	0	6	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0
11:00	-	12:00	37	0	0	0	313	3	7	0	11	1	0	0	0	1	0	0	8	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0

Morning peak HOURLY COUNTS			9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
6:30	-	7:30	1	0	0	0	80	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	150	2	1	6	5	1	0	2	0
6:45	-	7:45	1	0	0	0	128	3	0	1	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	235	2	1	7	9	2	0	2	0
7:00	-	8:00	2	0	0	0	152	3	1	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	282	4	1	6	7	3	1	0	0
7:15	-	8:15	3	1	0	0	174	4	2	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	348	6	2	8	9	2	6	0	0
7:30	-	8:30	4	2	0	0	188	5	4	3	5	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	20	0	0	0	0	0	0	0	405	4	1	7	19	4	6	3	0
7:45	-	8:45	4	2	0	0	209	5	6	3	5	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	17	0	0	0	0	0	0	0	459	5	1	7	18	4	8	4	0
8:00	-	9:00	5	2	0	0	217	6	6	3	5	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	12	0	0	0	0	0	0	0	496	3	2	8	25	4	8	4	0
8:15	-	9:15	7	1	0	0	237	5	7	3	6	0	0	0	0	0	0	0	8	0	0	0	1	0	0	0	18	0	0	0	0	0	0	0	551	1	1	8	22	7	6	6	2
8:30	-	9:30	8	0	0	0	265	5	6	1	2	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	20	0	0	0	0	0	0	0	645	1	1	12	16	10	12	3	2
8:45	-	9:45	9	0	0	0	284	3	7	1	4	0	0	0	0	0	0	0	8	0	0	0	2	0	0	0	23	0	0	0	0	0	0	0	697	2	3	18	15	10	12	4	2
9:00	-	10:00	7	0	0	0	300	2	7	1	4	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	29	0	0	0	0	0	0	0	753	2	2	19	11	11	14	4	2
9:15	-	10:15	4	0	0	0	308	3	9	0	2	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	30	0	0	0	0	0	0	0	784	2	5	22	15	16	13	2	0
9:30	-	10:30	5	1	0	0	335	3	9	0	5	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	38	0	0	0	0	0	0	0	808	2	5	21	18	15	11	2	0
9:45	-	10:45	8	1	0	0	334	5	7	0	3	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	41	0	0	0	0	0	0	0	833	0	4	16	22	16	14	0	0
10:00	-	11:00	9	1	0	0	352	5	9	0	9	0	0	0	0	0	0	0	14	0	0	0	1	0	0	0	40	0	0	1	0	0	0	0	867	0	4	17	32	18	16	0	0
10:15	-	11:15	11	1	0	0	353	4	7	1	9	0	0	0	0	0	0	0	14	0	0	0	1	0	0	0	33	0	0	1	0	0	0	0	843	0	1	19	34	13	15	0	0
10:30	-	11:30	9	0	0	0	342	7	8	1	10	0	0	0	0	0	0	0	16	0	0	0	1	0	0	0	27	0	0	1	0	0	0	0	828	0	1	19	34	9	15	0	0
10:45	-	11:45	7	0	0	0	324	6	9	1	13	0	0	0	0	0	0	0	15	0	0	0	1	0	0	0	26	0	0	1	0	0	0	0	782	0	0	24	32	11	11	0	0
11:00	-	12:00	7	0	0	0	306	6	8	1	8	0	0	0	0	0	0	0	14	0	0	0	1	0	0	0	28	0	0	0	0	0	0	0	765	0	0	22	20	10	11	0	0

C13 Weekend Montague Street and Little Darling Street



Movements 1–8:

FROM - TO	1				2				3				4				5				6				7				8			
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00 - 12:15	13	0	0	0	74	0	3	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:15 - 12:30	10	0	0	0	91	0	2	0	4	0	0	0	0	0	0	0	4	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	11	0	0	0	89	0	2	0	5	1	0	0	0	0	0	0	5	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
12:45 - 13:00	8	0	0	0	90	0	2	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	7	0	0	0	86	2	1	1	5	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:15 - 13:30	6	0	0	0	72	2	3	0	4	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	11	0	0	0	95	0	1	0	4	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
13:45 - 14:00	8	0	0	0	86	1	3	0	3	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	6	0	0	0	70	2	1	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	5	0	0	0	73	2	1	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:30 - 14:45	2	0	0	0	66	0	3	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	2	0	0	0	70	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	4	0	0	0	68	0	3	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	4	0	0	0	72	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:30 - 15:45	11	0	0	0	85	1	3	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	7	0	0	0	67	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	8	0	0	0	82	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
16:15 - 16:30	9	0	0	0	69	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	132	0	0	0	1405	13	37	1	61	2	0	0	4	0	0	0	28	2	0	0	7	0	0	0	9	0	0	0	0	0	0	0

Movements 9–16, totals and pedestrians:

FROM - TO	9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00 - 12:15	1	0	0	0	92	1	2	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	209	0	0	13	2	2	6	0	0
12:15 - 12:30	1	0	0	0	116	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	240	0	0	5	1	11	1	0	0
12:30 - 12:45	0	0	0	0	66	1	5	1	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	197	0	0	2	0	2	4	5	0
12:45 - 13:00	2	0	0	0	80	0	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	201	0	1	2	8	2	2	0	0
13:00 - 13:15	1	0	0	0	67	3	3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	190	0	0	11	5	3	1	0	0
13:15 - 13:30	2	0	0	0	69	0	1	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	169	0	1	4	2	2	2	0	0
13:30 - 13:45	0	0	0	0	69	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	198	0	0	8	3	4	2	0	0
13:45 - 14:00	0	0	0	0	83	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	198	0	0	5	0	2	0	0	0
14:00 - 14:15	1	0	0	0	68	0	3	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	167	3	1	6	1	8	3	0	0
14:15 - 14:30	1	0	0	0	63	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	158	1	0	7	2	1	0	0	0
14:30 - 14:45	1	0	0	0	53	2	2	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	140	1	1	1	4	1	1	0	0
14:45 - 15:00	2	0	0	0	64	2	2	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	154	0	0	3	0	0	2	0	0
15:00 - 15:15	3	0	0	0	58	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	150	0	0	5	2	9	0	0	0
15:15 - 15:30	2	0	0	0	70	0	2	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	166	0	1	5	1	8	4	0	0
15:30 - 15:45	2	0	0	0	56	0	2	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	171	1	1	3	0	0	4	0	0
15:45 - 16:00	2	1	0	0	64	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	155	3	2	8	2	1	7	0	0
16:00 - 16:15	0	0	0	0	50	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	157	0	1	2	2	6	2	0	0
16:15 - 16:30	0	0	0	0	43	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	131	0	0	4	3	1	0	0	0
TOTAL	21	1	0	0	1231	15	37	4	19	0	0	0	1	0	0	0	26	0	0	0	0	0	0	0	93	0	0	0	0	0	0	0	6444	9	9	94	38	63	41	5	0

Afternoon peak
HOURLY COUNTS

Movements 1–8:

Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8			
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.
12:00 - 13:00	42	0	0	0	344	0	9	0	15	1	0	0	1	0	0	0	12	2	0	0	3	0	0	0	2	0	0	0	0	0	0	0
12:15 - 13:15	36	0	0	0	356	2	7	1	19	1	0	0	1	0	0	0	13	1	0	0	3	0	0	0	3	0	0	0	0	0	0	0
12:30 - 13:30	32	0	0	0	337	4	8	1	19	1	0	0	2	0	0	0	12	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
12:45 - 13:45	32	0	0	0	343	4	7	1	18	1	0	0	2	0	0	0	8	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
13:00 - 14:00	32	0	0	0	339	5	8	1	16	1	0	0	2	0	0	0	7	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0
13:15 - 14:15	31	0	0	0	323	5	8	0	14	1	0	0	1	0	0	0	8	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
13:30 - 14:30	30	0	0	0	324	5	6	0	14	1	0	0	0	0	0	0	7	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0
13:45 - 14:45	21	0	0	0	295	5	8	0	13	0	0	0	0	0	0	0	7	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
14:00 - 15:00	15	0	0	0	279	5	7	0	13	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:15 - 15:15	13	0	0	0	277	3	9	0	12	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:30 - 15:30	12	0	0	0	276	2	10	0	13	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:45 - 15:45	21	0	0	0	295	3	10	0	12	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:00 - 16:00	26	0	0	0	292	3	9	0	13	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:15 - 16:15	30	0	0	0	306	3	7	0	14	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
15:30 - 16:30	35	0	0	0	303	2	8	0	10	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

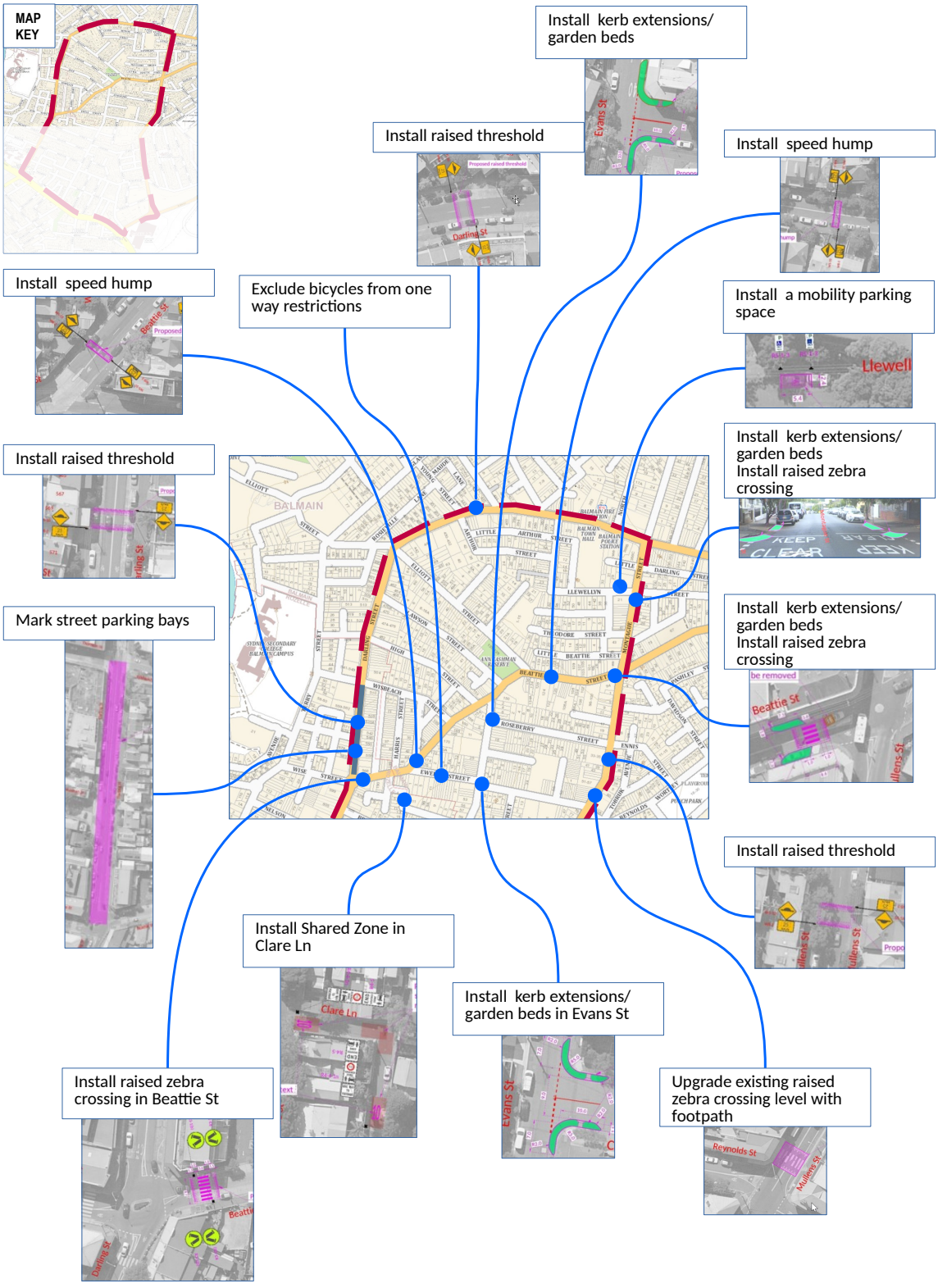
Movements 9–16, totals and pedestrians:

Afternoon peak HOURLY COUNTS	9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00 - 13:00	4	0	0	0	354	4	8	1	6	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	847	0	1	22	11	17	13	5	0
12:15 - 13:15	4	0	0	0	329	6	9	1	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	828	0	1	20	14	18	8	5	0
12:30 - 13:30	5	0	0	0	282	4	10	2	5	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	757	0	2	19	15	9	9	5	0
12:45 - 13:45	5	0	0	0	285	4	8	1	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	758	0	2	25	18	11	7	0	0
13:00 - 14:00	3	0	0	0	288	4	8	1	6	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	755	0	1	28	10	11	5	0	0
13:15 - 14:15	3	0	0	0	289	1	8	1	8	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	732	3	2	23	6	16	7	0	0
13:30 - 14:30	2	0	0	0	283	1	8	0	7	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	721	4	1	26	6	15	5	0	0
13:45 - 14:45	3	0	0	0	267	2	7	1	4	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	663	5	2	19	7	12	4	0	0
14:00 - 15:00	5	0	0	0	248	4	8	1	4	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	619	5	2	17	7	10	6	0	0
14:15 - 15:15	7	0	0	0	238	6	7	1	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	602	2	1	16	8	11	3	0	0
14:30 - 15:30	8	0	0	0	245	6	8	1	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	610	1	2	14	7	18	7	0	0
14:45 - 15:45	9	0	0	0	248	4	8	1	2	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	641	1	2	16	3	17	10	0	0
15:00 - 16:00	9	1	0	0	248	3	8	1	3	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	642	4	4	21	5	18	15	0	0
15:15 - 16:15	6	1	0	0	240	1	10	1	3	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	649	4	5	18	5	15	17	0	0
15:30 - 16:30	4	1	0	0	213	2	9	1	2	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	614	4	4	17	7	8	13	0	0

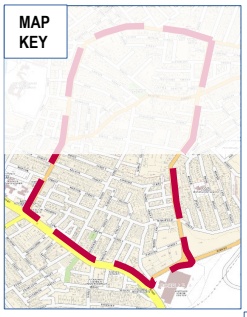
Appendix E.

Summary of recommendations.

Appendix E. Summary of final recommendations for Balmain (northern zone)

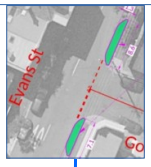


Appendix E. Summary of final recommendations for Balmain (southern zone)



Install kerb extensions/ garden beds
One-way in Hanover St

Install kerb extensions/ garden beds



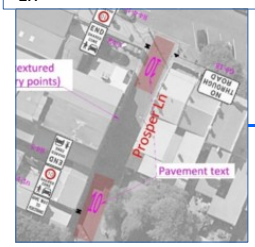
Install kerb extensions/ garden beds

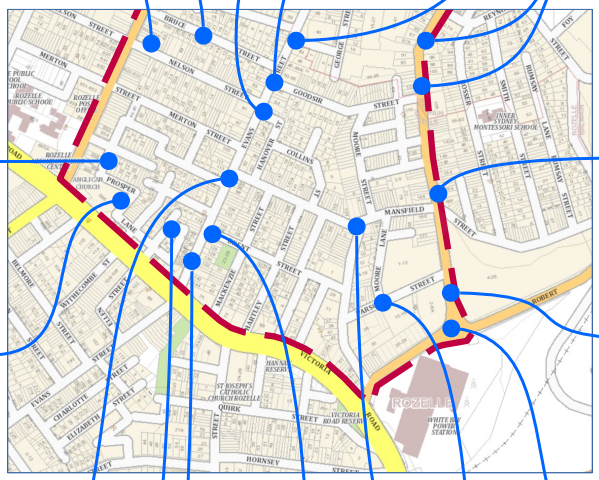
Exclude bicycles from one way restrictions

Install 2 raised thresholds

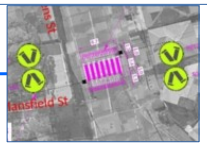
Change parking restrictions

Install Shared Zone and No Thru Rd sign in Prosper Ln





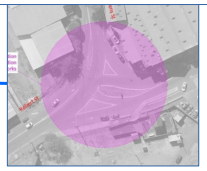
Widen existing raised zebra crossing



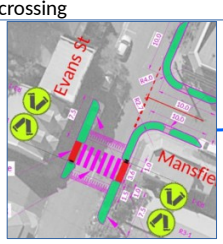
Install raised threshold

Exclude bicycles from one way restrictions

Potential signalisation of Robert St/Mullens St intersection as part of MWBP works

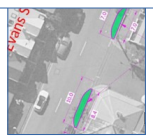


Install kerb extensions/ garden beds
Install raised zebra crossing



Install one lane slow point threshold

Install kerb extensions/ garden beds



Install Shared Zone in Ellen St

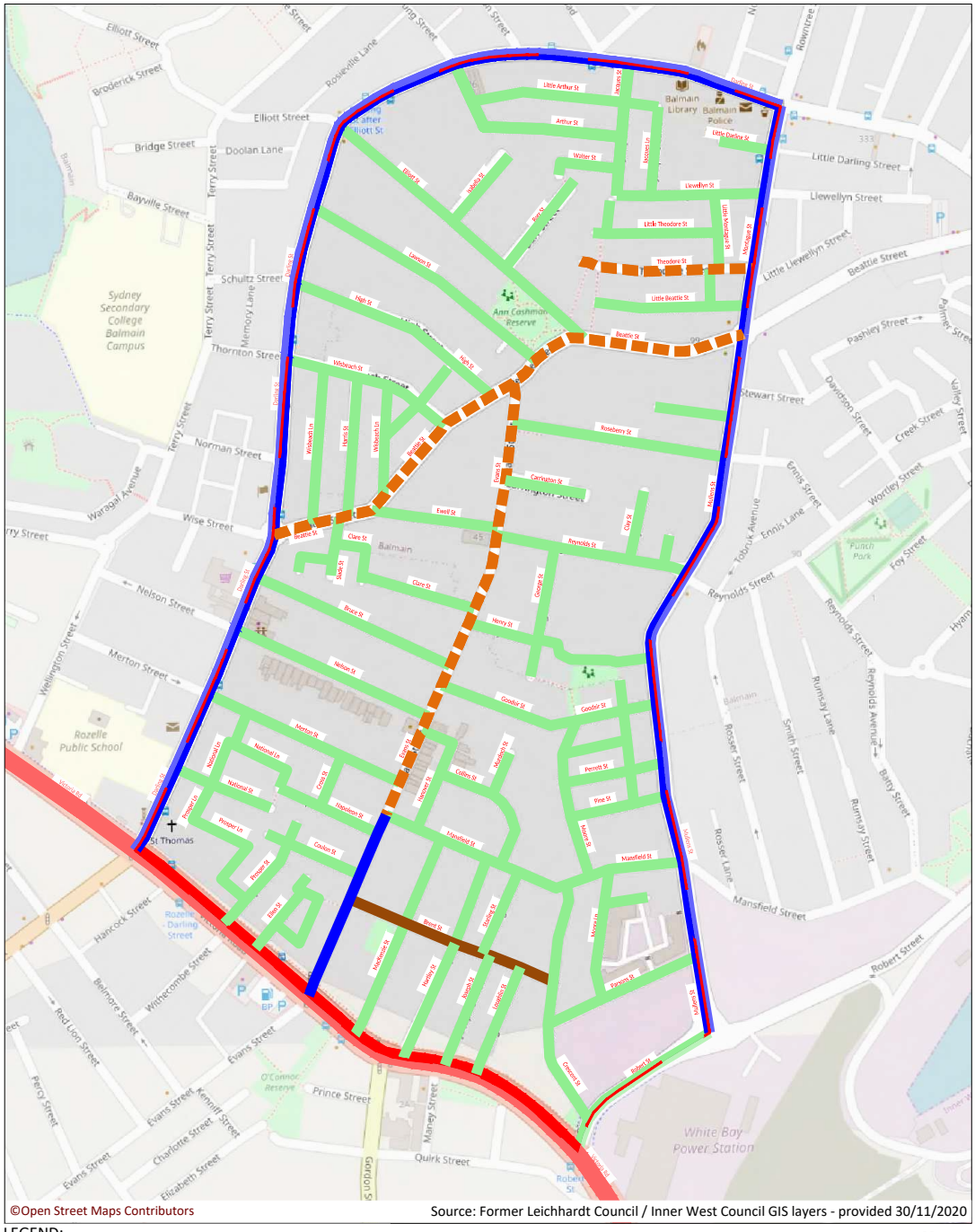
Install rumble strips on delineation markings

Install speed hump

Maps

Item 1

Balmain LATM Study | Inner West Council



LEGEND:
- Study area boundary

Functional classification
- Arterial road
- Collector roads
- Local road
- 3t limit
- 5t limit

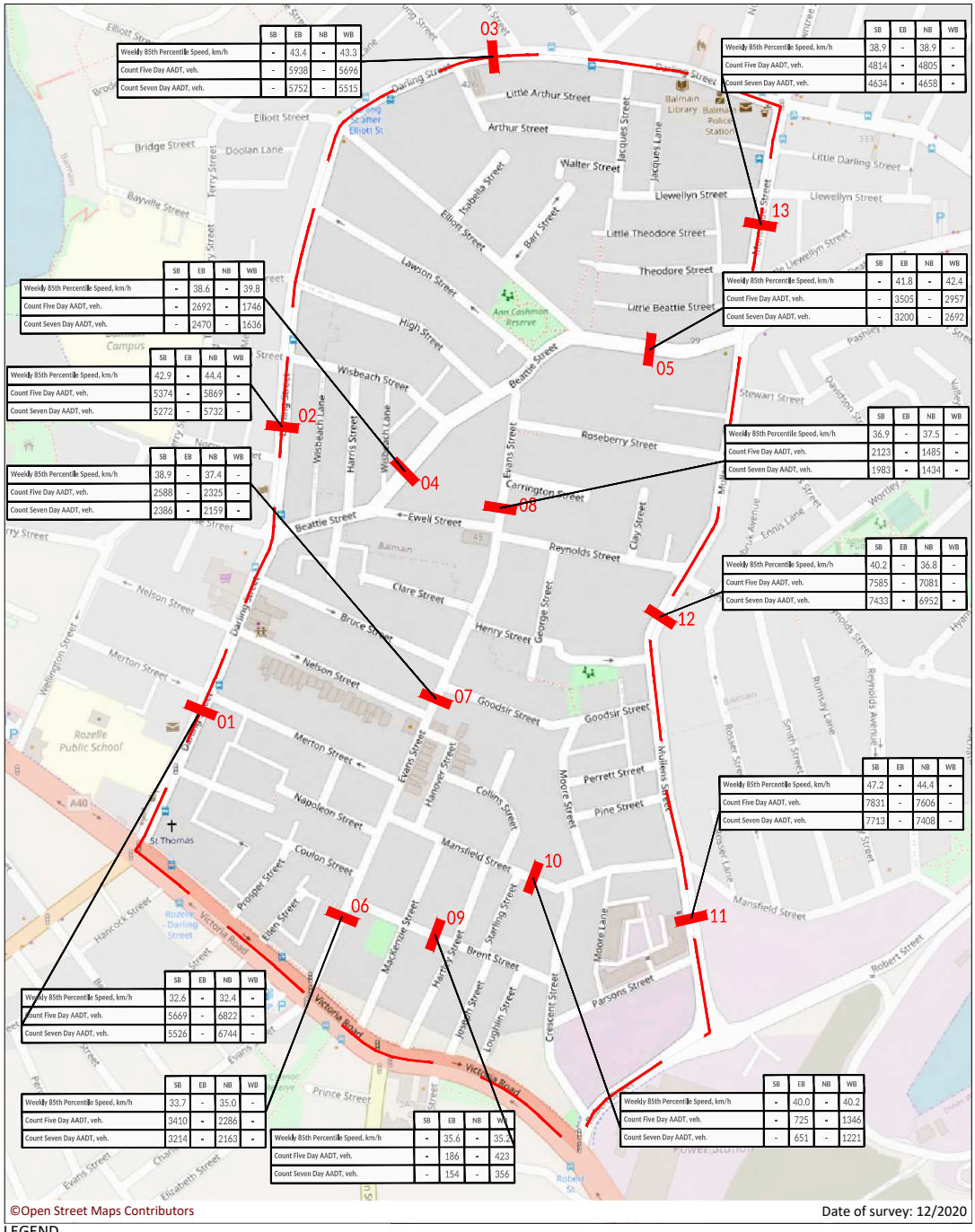
N

Map 1

Functional classification

Attachment 1

Balmain LATM Study | Inner West Council



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Date of survey: 12/2020

LEGEND

01 - tube ID
AADT - Annual average daily traffic
SB - South-bound
EB - East-bound
NB - North-bound
WB - West-bound

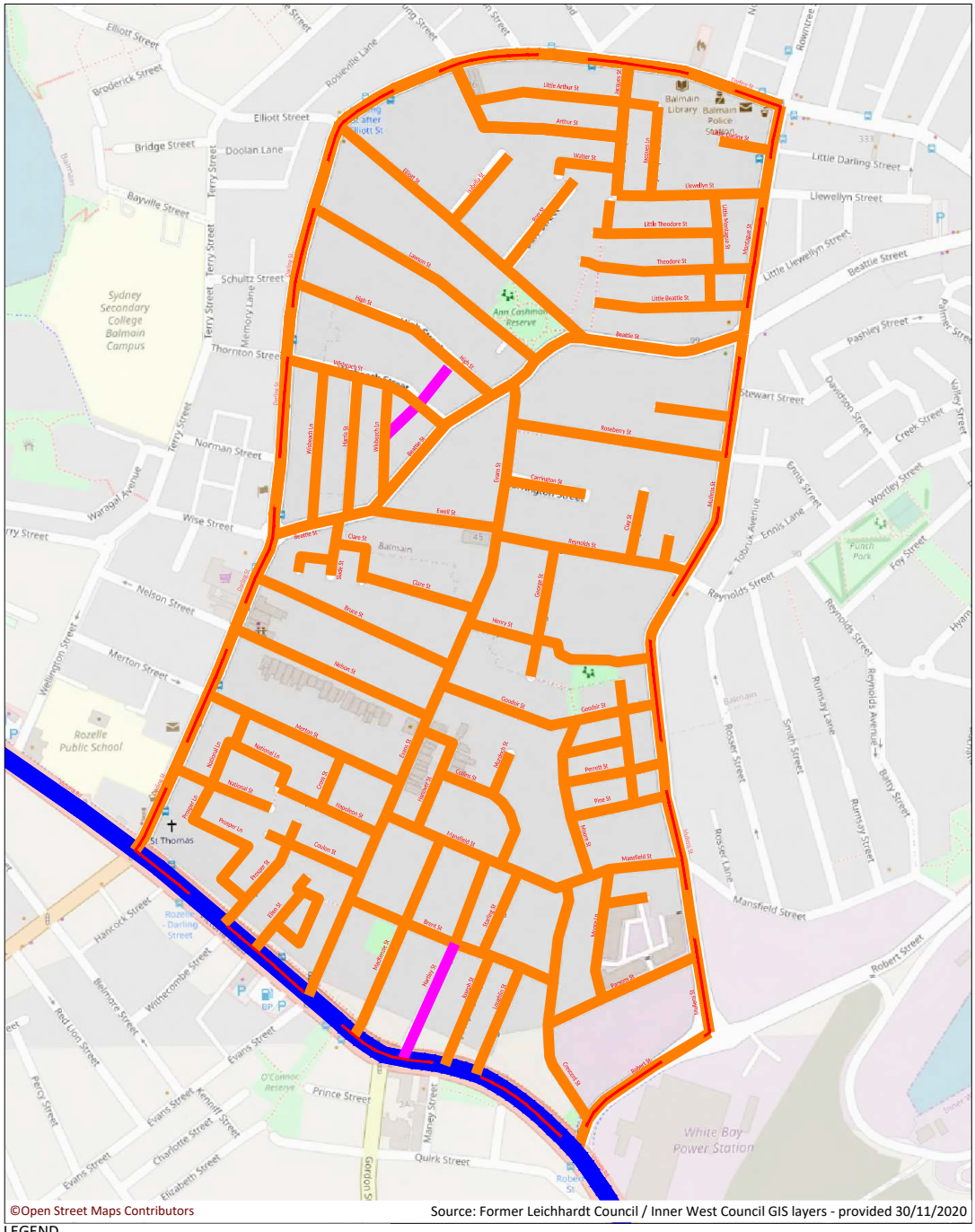
Map 2

Traffic volumes and speeds

Item 1

Attachment 1

Balmain LATM Study | Inner West Council



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Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

LEGEND
- Study area boundary
Speed limits
- 10 km/h
- 40 km/h
- 60 km/h

N

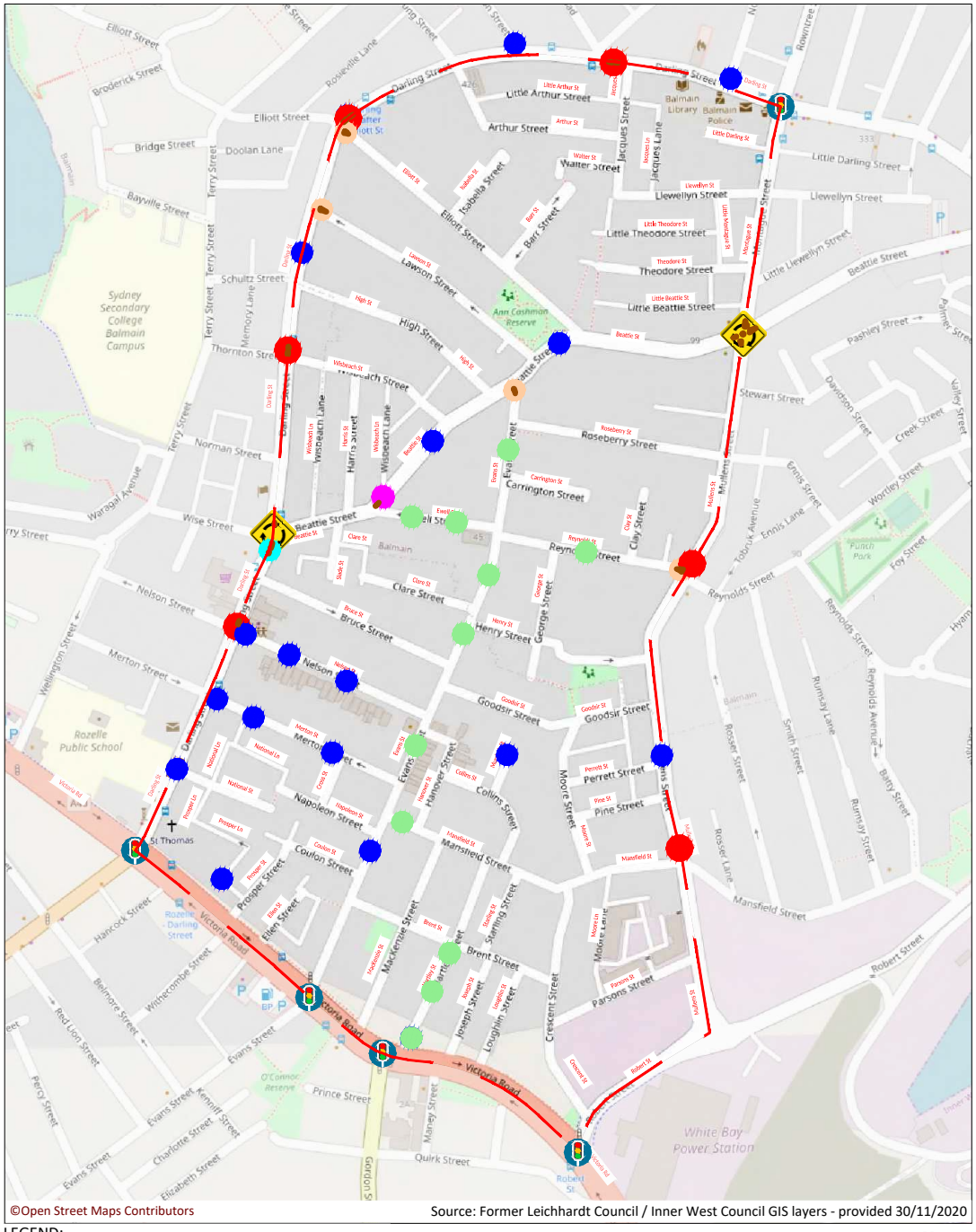
Map 3

Speed limits

Item 1

Attachment 1

Balmain LATM Study | Inner West Council



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Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

LEGEND:

- Study area boundary

Traffic control device:

- Pedestrian crossing
- Pedestrian refuge
- Speed hump
- Threshold
- Raised zebra crossing
- Speed cushion
- Roundabout

Map 4

Existing traffic management

Item 1

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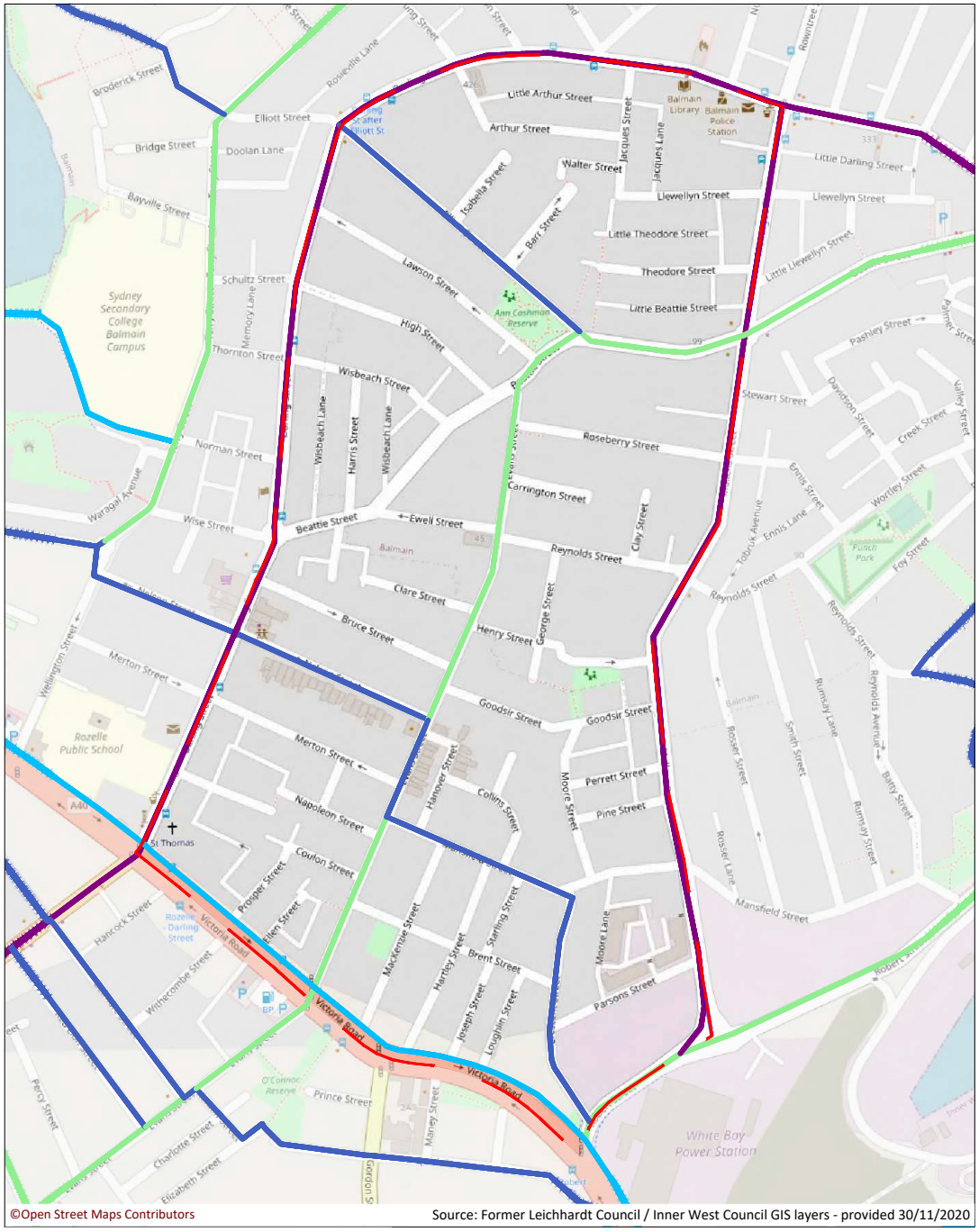

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Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

- Study area boundary

Bicycle routes
- Heavy traffic
- Heavy traffic/cycle path on road
- Light traffic
- Mixed traffic
- Off road/shared path

N

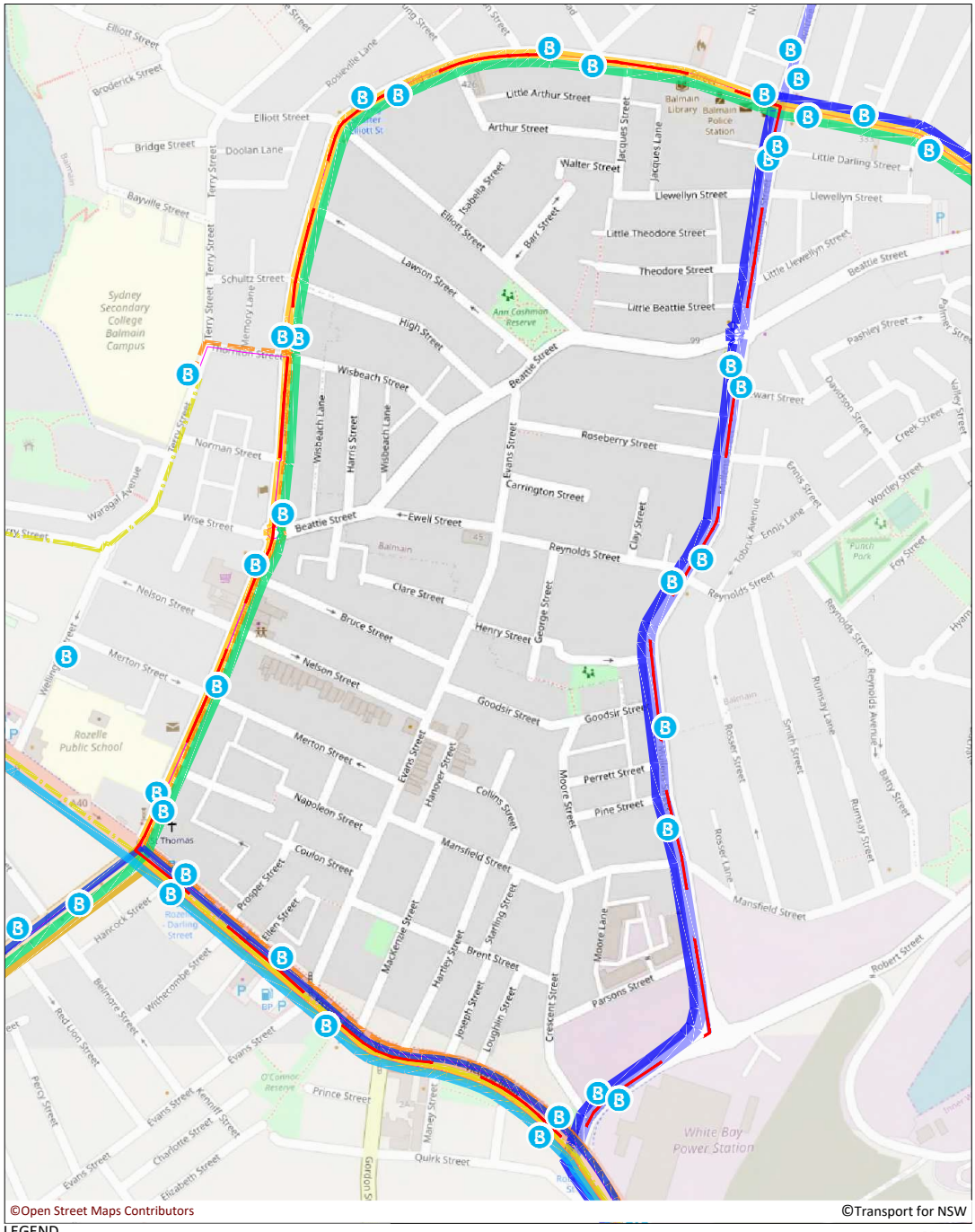
Map 5

Bicycle routes

Attachment 1

Item 1

Balmain LATM Study | Inner West Council



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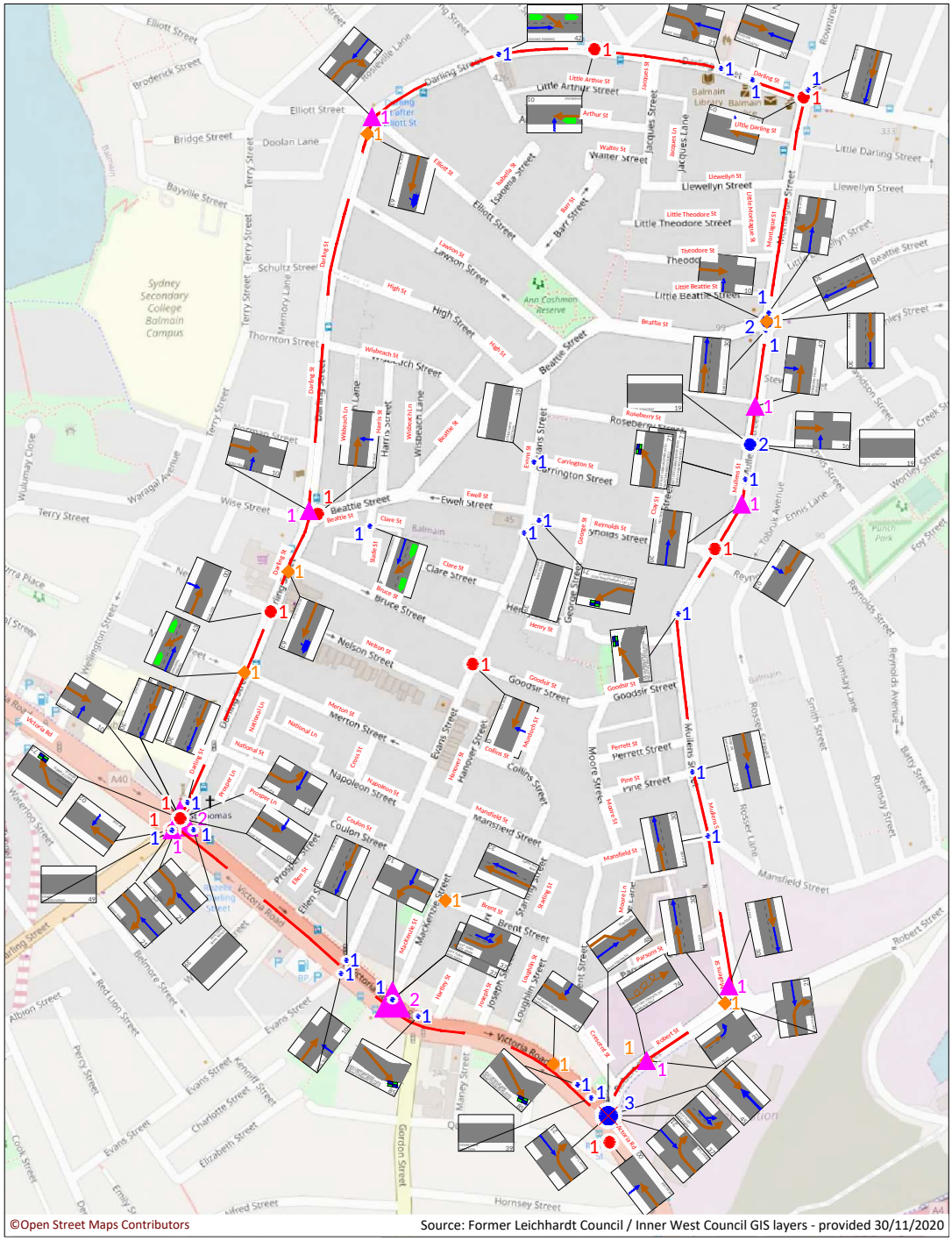
LEGEND
- Study area boundary
Speed limits
- 433
- 440
- 441
- 442
- 445
- 502, 504, x04, 508
- 651S, 652S
- 653S

Map 6 Bus routes

Attachment 1

Balmain LATM Study | Inner West Council



Legend:

- Study area boundary

Crash types:

- Vehicles
- Pedestrian
- Motorcycle
- Bicycle

Map 7

Crashes

Item 1

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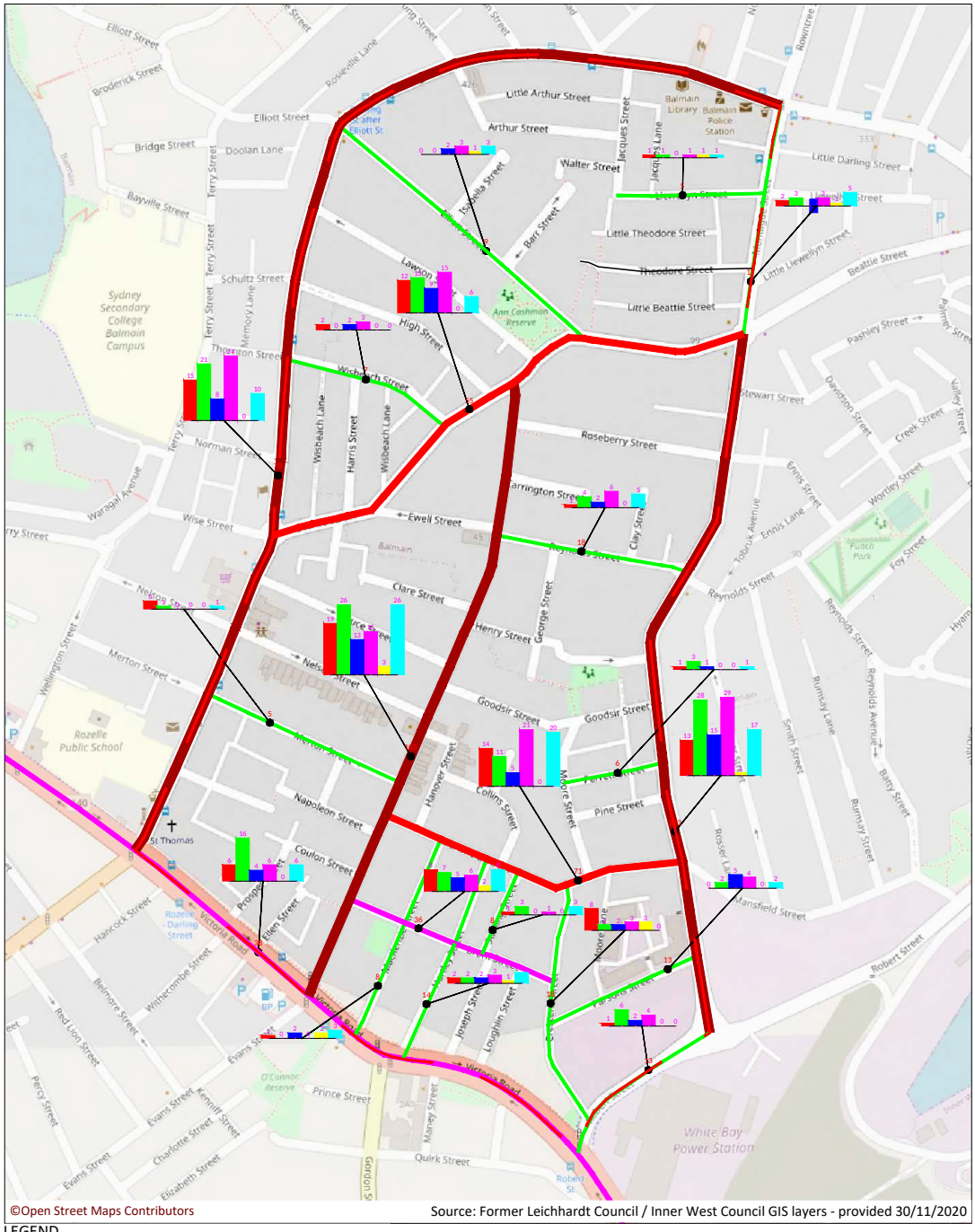

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Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

LEGEND

- Study area boundary
- Rat-running
- Too much traffic
- Heavy vehicle using
- Motorists exceeding speed limit
- Parked cars blocking
- Sight obstructions
- 1 - 25
- 25 - 50
- 50 - 75
- >75

N

Map 8

Community survey

Attachment 1

Item No: **LTC0323(1) Item 2**

Subject: **ALFRED STREET, ANNANDALE - ANGLED PARKING CONVERSION (GULGADYA - ANNANDALE/BALMAIN ELECTORATE/LEICHHARDT PAC)**

Prepared By: Charbel El Kazzi - Graduate Civil Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Concerns have been raised regarding the lack of visibility for drivers exiting the 45° front to kerb angled parking on the western side of Alfred Street between Booth Street and Styles Street, Annandale. It has been reported that drivers reverse into oncoming traffic and parked vehicles especially at night. It is proposed to convert the existing 45° front to kerb angled parking into a 45° rear to kerb angled parking, including changing the direction of parking to support rear to kerb parking.

In addition, parking on the south side of Whites Creek Lane adjacent to property No.40 & 42 has been found to restrict vehicle movements, including trucks. It is prosed to implement full time 'No Parking' and 'No Stopping' on both sides of the lane to address this issue.

RECOMMENDATION

That:

1. **The existing '45° Angle Parking Front to Kerb parking' signage in Alfred Street between Booth Street and Styles Street be replaced with '45° Angle Parking Rear to Kerb parking' as per attached plan;**

2. **Parking control linemarking be installed as shown in the attached plan to support rear to kerb parking; and**

3. **A 'No Parking' zone be installed on both sides of Whites Creek Lane along the side boundary of No.40 and 42 Alfred Street, with 10m 'No Stopping' zones from Alfred Street and Whites Creek Lane as per attached plan.**

BACKGROUND

Currently, the western side of Alfred Street, Annandale is signposted with 45-degree front to kerb angled parking. However, several residents have raised concerns on the lack of visibility when exiting the angle parking area. It is proposed to convert the existing 45° front to kerb angled parking into a 45° rear to kerb angled parking, including changing the direction of parking to support rear to kerb parking.

In addition, vehicles parked in Whites Creek Lane along properties No.40 and 42 Alfred Street have been reported to restrict vehicles accessing driveways along Whites Creek Lane. A parking restriction on both sides of this section of Whites Creek Lane will improve access to both residential and industrial properties.

Currently only the north side of Whites Creek Lane along the No.42 Alfred Street is signposted as 'No Stopping'.

These two proposals are shown on **Attachment 1**.

FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

A consultation letter was issued to 81 properties in Alfred and Young Street and a total of five (5) responses were received at the time of this report. The results of the consultation for the proposed changes are outlined below.

	Support	Opposed
Alfred Street, Annandale Proposed rear to kerb angle parking	4 (80%)	1 (20%)

Some of the comments raised by the residents who opposed the proposal are:

- Exhaust fumes will be going into houses from parked vehicles
- Street will become narrower reducing manoeuvrability of vehicles

It should be noted that no parking spaces will be lost as a result of this change.

ATTACHMENTS

1.⇩ Alfred Street, Annandale Plan


Proposed '45° Angle Parking, Rear to Kerb, Vehicle under 6m only' Area.
Booth Street
Change Line Marking Direction
Proposed No Parking and No Stopping zone
Change Parking Marking Direction (4.8m wide)
Whites Creek Lane
Hill Street
Alfred Street
Young Street
Proposed '45° Angle Parking, Rear to Kerb, Vehicle under 6m only' Area.
Change Parking Marking Direction (4.8m wide)
Styles Street
Collins Street
N

Item 3

Item No: **LTC0323(1) Item 3**

Subject: **STEVENS LANE, MARRICKVILLE - PROPOSED INSTALLATION OF 'NO PARKING' RESTRICTIONS ALONG BOTH SIDES OF THE LANEWAY (MIDJUBURI – MARRICKVILLE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)**

Prepared By: Jennifer Adams - Engineer – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Concerns have been raised with Inner West Council regarding the inconsistency of 'No Parking' restrictions along Stevens Lane, Marrickville especially after recent development in the area. This situation has been reviewed and a proposal has been developed which will provide a consistency of restrictions along the laneway. The proposal is to install full time 'No Parking' restrictions along both sides of the laneway.

RECOMMENDATION

That statutory 10m 'No Stopping' restrictions and full-time 'No Parking' restrictions be installed along both sides of Stevens Lane, Marrickville between Philpott Street and Fotheringham Lane in order to provide consistency of 'No Parking' restrictions along the laneway.

BACKGROUND

In December 1990 a 40-metre length of 'No Standing' restrictions were installed along the northern side of Stevens Lane opposite the premises of 53-55 Philpott Street, Marrickville to permit the unimpeded access to trucks to their dockway.

In October 1996 'No Parking 8.00am – 5.00pm Monday – Friday' restrictions were installed along the southern side of Stevens Lane for a length of 42 metres east of Philpott Street to provide unimpeded access to the active dockways of 53-55 Philpott Street, Marrickville.
It is noted that the premises at 53-55 Philpott Street, Marrickville are now vacant.

Condition 100 of the Section 96 Development Application DA201300025.01 for 23-29 Addison Road, Marrickville required the widening of Stevens Lane and Fotheringham Lane. A report went to the Local Traffic Committee on 5 October 2017 detailing the proposed raised entry threshold treatment adjacent the proposed development site. The report involved a detailed lines and signs plan which included new proposed statutory 'No Stopping' restrictions in Fotheringham Lane and Stevens Lane as well as 'No Parking' restrictions surrounding the development site in these lanes.

Due to current inconsistencies of parking restrictions along Stevens Lane, Marrickville a proposal was developed to install full time 'No Parking' restrictions along both sides of the laneway.

Local residents have been notified of the proposal to install "No Parking" restrictions along both sides of Stevens Lane. Please refer to the diagram below.

'No Parking' restrictions prohibit motorists from parking within the specified zone, however, motorists may legally stop for the purposes of loading/unloading passengers and/or goods.

OTHER STAFF COMMENTS

Stevens Lane is approximately 4.9 metres in width at its western end and 6.0 metres wide at its eastern end. With the recent development at 23-29 Addison Road the lane was widened at its eastern part of the development. Stevens Lane provides access to a number of properties / developments along both sides of the laneway.

The laneway has no formal footpaths and pedestrians and motorists share the laneway. Any parked cars in the laneway create pinch points for pedestrians and motorists.

Further, it should be noted that laneways were generally built to provide service access for commercial properties and access into off-street parking facilities. Prohibiting parking in the laneway will help achieve this goal.

In order to provide consistency of 'No Parking' restrictions along both sides of Stevens Lane, Marrickville it is recommended that full-time 'No Parking' restrictions along both sides of Stevens Lane, Marrickville between Philpott Street and Fotheringham Lane be supported with the addition of statutory 10m 'No Stopping' restrictions.

FINANCIAL IMPLICATIONS

The costs of installation of the 'No Parking' restrictions as recommended can be funded within Council's signs and line marking budget.

PUBLIC CONSULTATION

A notification letter was hand delivered on 6 February 2023 to owners and occupiers of all residences / businesses having frontage to the laneway regarding the proposal to install a full-time 'No Parking' restriction along both sides of the laneway. The closing date for submissions ended on 22 February 2023. 85 letters were distributed.

Five (5) responses were received, four (4) in support of the proposed restrictions and one (1) in objection.

ATTACHMENTS

Nil.

Item 4

Item No: **LTC0323(1) Item 4**

Subject: **EDGEWARE ROAD, ENMORE (AT THE INTERSECTION OF ALICE STREET AND LLEWELLYN STREET) - PROPOSED TRAFFIC SIGNAL UPGRADE (PLAN NO. 10227) – PROJECT 303097 (MIDJUBURI - MARRICKVILLE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)**

Prepared By: Jennifer Adams - Engineer – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Inner West Council is proposing to upgrade the existing traffic control signals at the intersection of Edgeware Road, Alice Street and Llewellyn Street, Enmore. This project does not affect signs or line marking on Council's road network and work will only be carried out on signal posts / lanterns, therefore this report is provided for information purposes.

RECOMMENDATION

That the detailed Concept TCS Plan (303097 – TCS Concept Design Plan) and Civil Works Plan (303097 – 10227 Concept Civil Design) be noted.

BACKGROUND

Inner West Council has completed a concept design plan for the proposed traffic signal upgrade at the intersection of Edgeware Road, Alice Street and Llewellyn Street, Enmore as part of Traffic Facilities Capital Programs for financial year 2022/23. This project includes installation of new left-turn and right-turn arrow signal lanterns at the intersection on all applicable approaches for additional pedestrian protections.

Council is aiming to deliver the construction work for this project by June 2023 with funding of $234,300 through the Blackspot Grant. It should be noted that community consultation is not proposed for this project as there are no changes to the existing parking arrangements.

Relevant stakeholder approvals have been obtained regarding the proposal as part of the concept and detail design development stages of the project.

The proposed upgrade works are to improve safety of pedestrians at this location.

Council is currently awaiting TfNSW approval of the TCS Plan. TfNSW will be provided a copy of the detailed design plan so that they can consider it as part of the TCS plan approval.

FINANCIAL IMPLICATIONS

The project is fully funded via Blackspot grant to improve safety outcome for pedestrians, cyclists and motorists.

OFFICER COMMENTS

The proposal includes the following main components:

Traffic Facilities Works:

- Install new arrow signal lanterns on existing signal posts where shown in civil and TCS

(TCS 0860_Edgeware Rd_Alice St_R1) plans provided by TCS Consultant (B-Line Drafting)
- Re-install 8 traffic signal sensor loops on all approaches to the intersection where shown in civil and TCS plans

Road Works:

- Construct new concrete gutter at locations as shown in civil plan
- Resurface existing asphalt roadway over existing concrete slabs as shown in civil plan
- Heavy patch existing asphalt roadway as shown in civil plan
- Remove existing line markings fully and provide new line markings where shown in civil and TCS plans

It is considered that the above construction activities would take approximately two (2) weeks to complete, weather permitting and depending on subcontractor availability.

There will no change to parking.

PUBLIC CONSULTATION

It is noted that no public consultation for the design stage has been undertaken as the proposed works are asset renewal in nature only. Residents, however, will be notified as part of the usual pre-construction notification process prior to any works commencing.

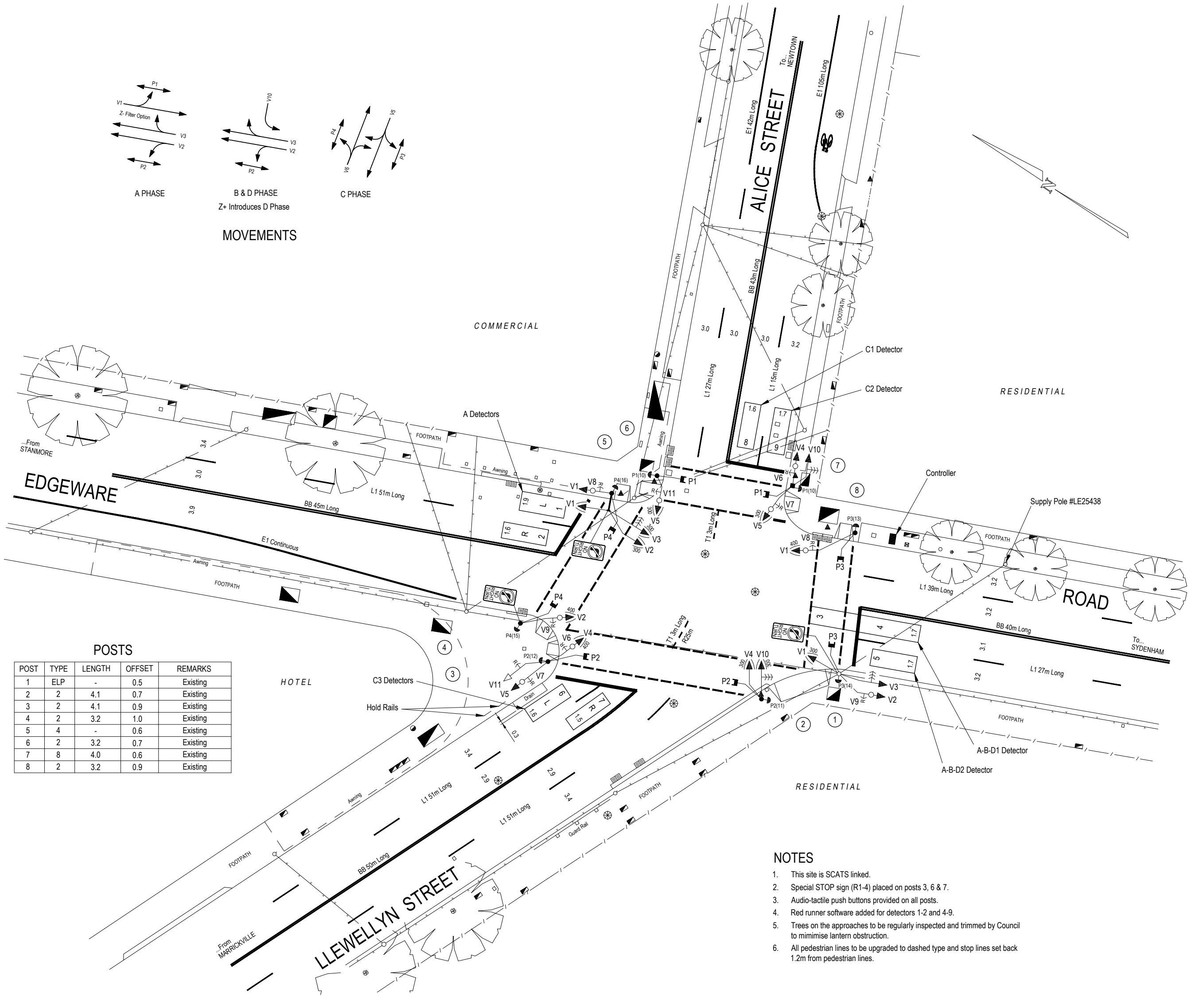
ATTACHMENTS

1.⇩ 303097-TCS Concept Design
2.⇩ 303097-10227-Concept Civil Design

TCS 0860

DATE IN SERVICE : 30/04/1974

Transport for NSW



SIGNAL GROUP PHASE CHART

SIGNAL GROUP	PHASE WHEN GREEN A	B	C	D	STANDARD TABLE	REMARKS
V1	X				1	
V2	X	X		X	3	
V3		X		X	39	Z- Filter Option. Timed RA protection for 'P1' ped.
V4			X		1	
V5			X		1	
V6					83	Timed RA protection for 'P4' pedestrians. Push button on Post 5 extends RA subject to timer.
V7					83	Timed RA protection for 'P3' pedestrians. Push button on Post 1 extends RA subject to timer.
V8					30	Timed RA protection for 'P1' pedestrians.
V9					44	Timed RA protection for 'P2' pedestrians. Push button on Post 3 extends RA subject to timer.
V10		X		X	76	Timed RA protection for 'P3' pedestrians. Push button on Post 1 extends RA subject to timer.
V11					44	Timed RA protection for 'P4' pedestrians. Push button on Post 5 extends RA subject to timer.
P1	X				1	Auto intro subject to XSF1
P2	X	X		X	6	Auto intro subject to XSF2
P3			X		2	Auto intro subject to XSF3
P4			X		1	Auto intro subject to XSF4

DETECTOR SPECIFICATION

DETECTOR	SPECIFICATION				
A	FN	A(L)	A(E3)		
	SG/PS	$\overline{A}$	A		
	DS	—	—		
A-B-D1 Depart & Approach	FN	B(PR)	D(PR)	B(E3)	D(E3)
	SG/PS	A	A	B	D
	DS	—	Z+	A(NEXT)	A(NEXT)
A-B-D1 Approach	FN	A(L).B(L)	D(L)	A(E1)	
	SG/PS	$\overline{V2}$	$\overline{V2}$	A	
	DS	—	Z+	$\overline{A\text{-}B\text{-}D1(PR)}.\overline{B(NEXT)}.\overline{D(NEXT)}$	
Cont. A-B-D1 Approach	FN	B(E1)		D(E1)	
	SG/PS	B		D	
	DS	$\overline{A(NEXT)}.\overline{D(NEXT)}$		$\overline{A(NEXT)}.\overline{B(NEXT)}$	
A-B-D2	FN	A(L)	A(E2)		
	SG/PS	$\overline{V2}$	A		
	DS	$\overline{B}.\overline{D}$	$\overline{B(NEXT)}.\overline{D(NEXT)}$		
Cont. A-B-D2	FN	B(E2)		D(E2)	
	SG/PS	B		D	
	DS	$\overline{A(NEXT)}.\overline{D(NEXT)}$		$\overline{A(NEXT)}.\overline{B(NEXT)}$	
C1	FN	C(L)	C(E1)		
	SG/PS	$\overline{C}$	C		
	DS	—	—		
C2	FN	C(PR)	C(E2)		
	SG/PS	$\overline{C}$	C		
	DS	—	—		
C3	FN	C(L)	C(E3)		
	SG/PS	$\overline{C}$	C		
	DS	—	—		
P1 P.B.	FN	A(PB)		C(L)	
	SG/PS	$\overline{P1(WALK)}$		$A.\overline{P1(WALK)}$	
	DS	—		$\overline{B}.\overline{C}.\overline{D}$	
P2 P.B.	FN	A(PB)		C(L)	
	SG/PS	$\overline{V2}.\overline{P2(WALK)}$		$V2.\overline{P2(WALK)}$	
	DS	$\overline{B}.\overline{D}$		$\overline{C}$	
P3 P.B.	FN	C(PB)		A(L)	
	SG/PS	$\overline{P3(WALK)}$		$C.\overline{P3(WALK)}$	
	DS	—		$\overline{A}.\overline{B}.\overline{D}$	
P4 P.B.	FN	C(PB)		A(L)	
	SG/PS	$\overline{P4(WALK)}$		$C.\overline{P4(WALK)}$	
	DS	—		$\overline{A}.\overline{B}.\overline{D}$	

POSTS

POST	TYPE	LENGTH	OFFSET	REMARKS
1	ELP	-	0.5	Existing
2	2	4.1	0.7	Existing
3	2	4.1	0.9	Existing
4	2	3.2	1.0	Existing
5	4	-	0.6	Existing
6	2	3.2	0.7	Existing
7	8	4.0	0.6	Existing
8	2	3.2	0.9	Existing

NOTES

1. This site is SCATS linked.
2. Special STOP sign (R1-4) placed on posts 3, 6 & 7.
3. Audio-tactile push buttons provided on all posts.
4. Red runner software added for detectors 1-2 and 4-9.
5. Trees on the approaches to be regularly inspected and trimmed by Council to mimimise lantern obstruction.
6. All pedestrian lines to be upgraded to dashed type and stop lines set back 1.2m from pedestrian lines.

A ORIGINAL ISSUE

'A' ISSUE
Added: RTRA & LTRA pedestrian protection arrows: T1 turn lines added to Alice St and Llewellyn St through movement. Altered: Ped lines to dash type and stop line set back 1.2m.
B-Line 08/2022

PUBLIC UTILITY LEGEND	
HYDRANT	□
STOP VALVE	▲
GAS VALVE	#
SEWER MANHOLE	⊛
COMMS PIT	◪
ELECT LIGHT POLE	♂
POWER POLE	○
STAY POLE	⊘
TELEPHONE BOX	T
COMMS PILLAR	◕

REFERENCE PLANS	
SYMBOLS/ABRVS	VD003-6
STD POSN CMPT	VD001-5
INSTL STOP DET	VC005-17
VEH GROUP OP	TS-TN-019
DET LOGIC OP	TS-TN-020
PED MVT OP	TS-TN-021
SURVEYOR : GHD	
DATE : SEP 1998	

U.B.D. Ref. Map 255 F10
I.S.G. CO-ORDS E : 315 920 N : 1 246 900
DESIGNED : R BATES
CHECKED : J BATES
J BATES
SITE CHECKED
J BATES
RECOMMENDED

DESIGN APPROVAL
APPROVED
NAME
POSITION MANAGER
DATE 16/08/22
DESIGN PREPARED BY
B-Line Drafting on behalf of Council

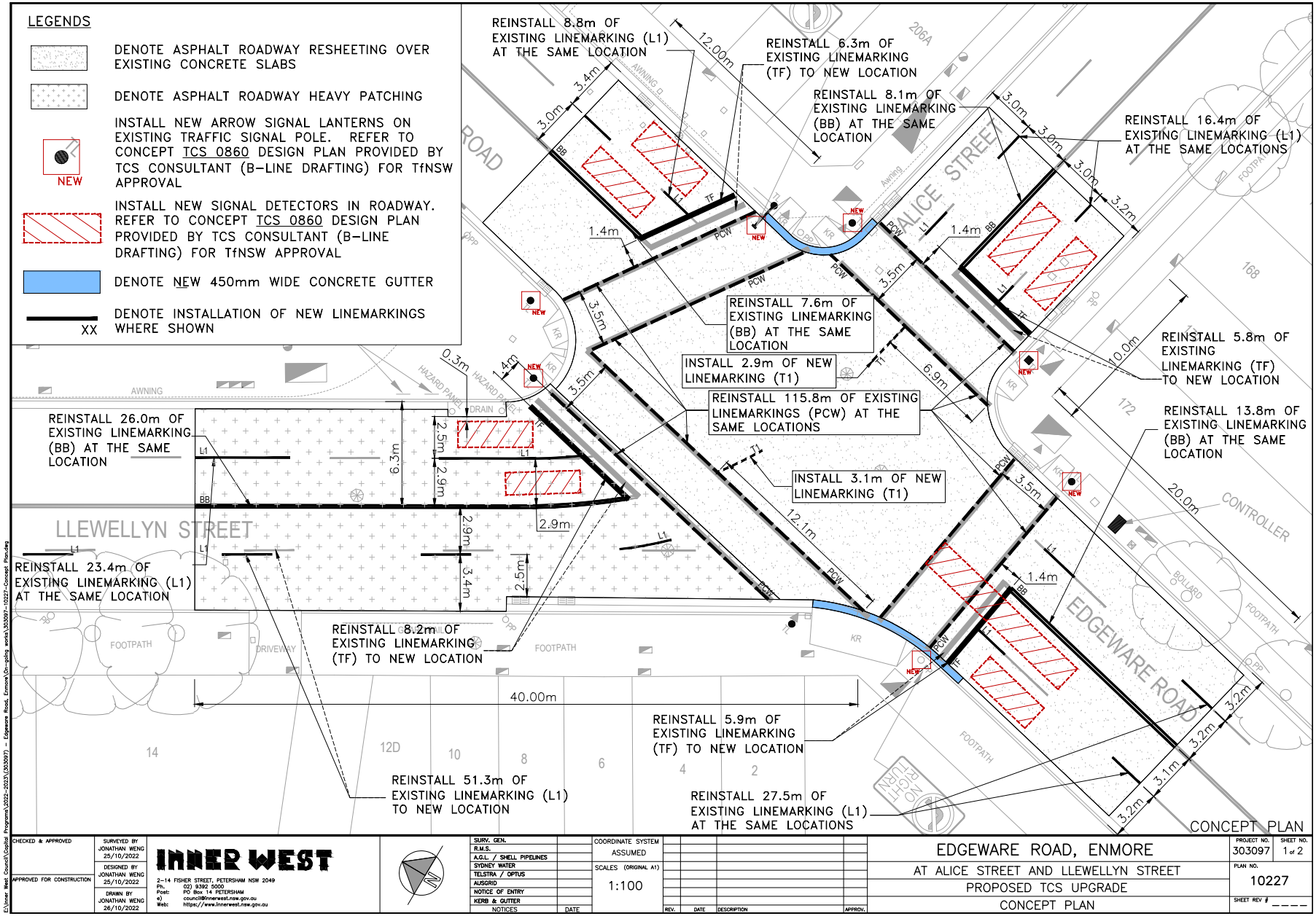
TFNSW RECOMMENDATION
ROAD DESIGN ENGINEERING
NAME
POSITION
DATE
NETWORK OPERATIONS
NAME
POSITION
DATE

TFNSW ACCEPTANCE
ACCEPTED
NAME
POSITION
DATE
ACCEPTED BY
SECTION

TRANSPORT FOR NEW SOUTH WALES
MARRICKVILLE COUNCIL AREA
TRAFFIC SIGNALS AT
EDGEWARE ROAD, ALICE STREET AND
LLEWELLYN STREET
NEWTOWN

DESIGN LAYOUT

EXISTING ☐ PROPOSED ☒
CADD FILE: VV0860_XA_DES.dgn
SCALE (1:200)
ISSUE A
FILE SF2014/010149
SUPERSEDES SHEET/ISSUE 1/F
REG No. DS2014/001252
TCS No. 0860
SHEET X


LEGENDS
DENOTE ASPHALT ROADWAY RESHEETING OVER EXISTING CONCRETE SLABS
DENOTE ASPHALT ROADWAY HEAVY PATCHING
INSTALL NEW ARROW SIGNAL LANTERNS ON EXISTING TRAFFIC SIGNAL POLE. REFER TO CONCEPT TCS 0860 DESIGN PLAN PROVIDED BY TCS CONSULTANT (B-LINE DRAFTING) FOR TfNSW APPROVAL
NEW
INSTALL NEW SIGNAL DETECTORS IN ROADWAY. REFER TO CONCEPT TCS 0860 DESIGN PLAN PROVIDED BY TCS CONSULTANT (B-LINE DRAFTING) FOR TfNSW APPROVAL
DENOTE NEW 450mm WIDE CONCRETE GUTTER
DENOTE INSTALLATION OF NEW LINEMARKINGS WHERE SHOWN
XX
REINSTALL 8.8m OF EXISTING LINEMARKING (L1) AT THE SAME LOCATION
REINSTALL 6.3m OF EXISTING LINEMARKING (TF) TO NEW LOCATION
REINSTALL 8.1m OF EXISTING LINEMARKING (BB) AT THE SAME LOCATION
REINSTALL 16.4m OF EXISTING LINEMARKING (L1) AT THE SAME LOCATIONS
REINSTALL 7.6m OF EXISTING LINEMARKING (BB) AT THE SAME LOCATION
INSTALL 2.9m OF NEW LINEMARKING (T1)
REINSTALL 115.8m OF EXISTING LINEMARKINGS (PCW) AT THE SAME LOCATIONS
REINSTALL 5.8m OF EXISTING LINEMARKING (TF) TO NEW LOCATION
REINSTALL 13.8m OF EXISTING LINEMARKING (BB) AT THE SAME LOCATION
INSTALL 3.1m OF NEW LINEMARKING (T1)
REINSTALL 26.0m OF EXISTING LINEMARKING (BB) AT THE SAME LOCATION
REINSTALL 23.4m OF EXISTING LINEMARKING (L1) AT THE SAME LOCATION
REINSTALL 8.2m OF EXISTING LINEMARKING (TF) TO NEW LOCATION
REINSTALL 5.9m OF EXISTING LINEMARKING (TF) TO NEW LOCATION
REINSTALL 51.3m OF EXISTING LINEMARKING (L1) TO NEW LOCATION
REINSTALL 27.5m OF EXISTING LINEMARKING (L1) AT THE SAME LOCATIONS
ALICE STREET
LLEWELLYN STREET
EDGEWARE ROAD
CONCEPT PLAN
INNER WEST
EDGEWARE ROAD, ENMORE
AT ALICE STREET AND LLEWELLYN STREET
PROPOSED TCS UPGRADE
CONCEPT PLAN
PROJECT NO. 303097
SHEET NO. 1 of 2
PLAN NO. 10227
SCALES (ORIGINAL A1) 1:100
COORDINATE SYSTEM ASSUMED

Item 5

Item No: **LTC0323(1) Item 5**

Subject: **DUDLEY STREET, DULWICH HILL; BURROWS AVENUE, RAILWAY ROAD, GLEESON AVENUE AND (LOWER) RAILWAY PARADE, SYDENHAM - TEMPORARY PARKING CHANGES DURING MAJOR RAIL SHUTDOWN OF T3 LINE FOR SYDNEY METRO UPGRADE WORKS - BUS REPLACEMENTS FOR 4 DAYS BETWEEN THURSDAY 20 APRIL TO SUNDAY 23 APRIL 2023 (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)**

Prepared By: Jennifer Adams - Engineer – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works will require a major rail shutdown of the Sydenham to Bankstown rail line (T3) for a 4 day period between Thursday, 20 April to Sunday, 23 April 2023 (inclusive). During the shutdown buses will replace train services along the T3 line and to accommodate the increased bus movements and necessary holding areas some short-term parking changes are required at a number of locations.

Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at the following locations: Dudley Street, Dulwich Hill; Burrows Avenue, Railway Road, Gleeson Avenue and (Lower) Railway Parade, Sydenham. It is recommended that no objections be raised, and Council approves the temporary short-term parking changes at the identified locations during the rail shutdowns.

RECOMMENDATION

That this report be received and noted and the following temporary short-term parking changes from Thursday 20 April to Sunday 23 April 2023 (inclusive) be approved and implemented by TfNSW:

<u>Dulwich Hill Station Precinct - Dudley Street (4 parking spaces)</u>

1. **The short-term conversion of 7m (1 parking space) 'Loading Zone 8:30 am – 6 pm Mon – Fri & 8:30 am – 12:30 pm Sat' on the northern side of Dudley Street (between Wardell Road and School Parade) to a 'Bus Zone' be approved in order to provide an additional bus bay with adequate draw-in length;**
2. **The short-term conversion of 18m (3 parking spaces) 'P30 min 8:30 am – 6 pm Mon – Fri & 8:30 am – 12:30 pm Sat' on the northern side of Dudley Street (between Wardell Road and School Parade) to a 'Bus Zone' be approved in order to provide an additional bus bay with adequate draw-in length;**

<u>Sydenham Station Precinct - Burrows Avenue (23 parking spaces)</u>

3. **The short-term conversion of 50m (14 parking spaces) rear to kerb 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone' be approved in order to provide additional bus bays for adequate bus draw-in/draw-out length;**
4. **The short-term conversion of 58m (9 parking spaces) 'unrestricted parking' on the southern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone' be APPROVED in order to provide additional bus bays for bus layover purposes;**

Sydenham Station Precinct – Railway Road (3 parking spaces)

5. **The short-term conversion of 18m (3 parking spaces) '2P 8:30 am – 10 pm Mon - Fri' on the eastern side kerb of Railway Road (between Burrows Avenue and Gleeson Avenue) to a 'Bus Zone' be approved in order to provide additional bus bays for bus layover purposes;**

Sydenham Station Precinct - Gleeson Avenue (2 parking spaces)

6. **The short-term conversion of 12m (2 parking spaces) '1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm' on the eastern kerb of Gleeson Avenue (between Burrows Avenue and Unwins Bridge Road) to a 'Bus Zone' be approved in order to provide a bus stop extension with adequate draw-in/draw-out length;**

Sydenham Station Precinct - Lower Railway Parade (57 parking spaces)

7. **The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone' be approved in order to provide additional layover and standby bus bays;**

8. **The short-term conversion of 32m (11 parking spaces) 45 degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone' be approved in order to provide additional layover bus bays with adequate draw-in length; and**

9. **The applicant and Council Rangers be advised in terms of this report.**

BACKGROUND

Sydney Metro City & Southwest - Sydenham to Bankstown project will upgrade all 10 stations between Marrickville and Bankstown to meet metro standards before converting the T3 Bankstown Line to Metro operations.

During this possession, rail services on the T3 Bankstown Line will not operate and Temporary Transport Plan (TTP) buses will operate instead necessitating some short-term changes in parking at a number of locations. To support this closure TTP buses and additional T8 Airport & South Line trains will operate from Thursday 20 April to Sunday 23 April 2023 (inclusive).

All changes to street signage will be made by TfNSW contractor(s) from 10pm the night before the closures and will be reinstated at the completion of the planned shutdowns.

FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this matter. The cost of the work will be borne by Transport for NSW.

OFFICER COMMENTS

Each of the locations will be detailed separately.

Dulwich Hill Station Precinct (4 parking spaces)

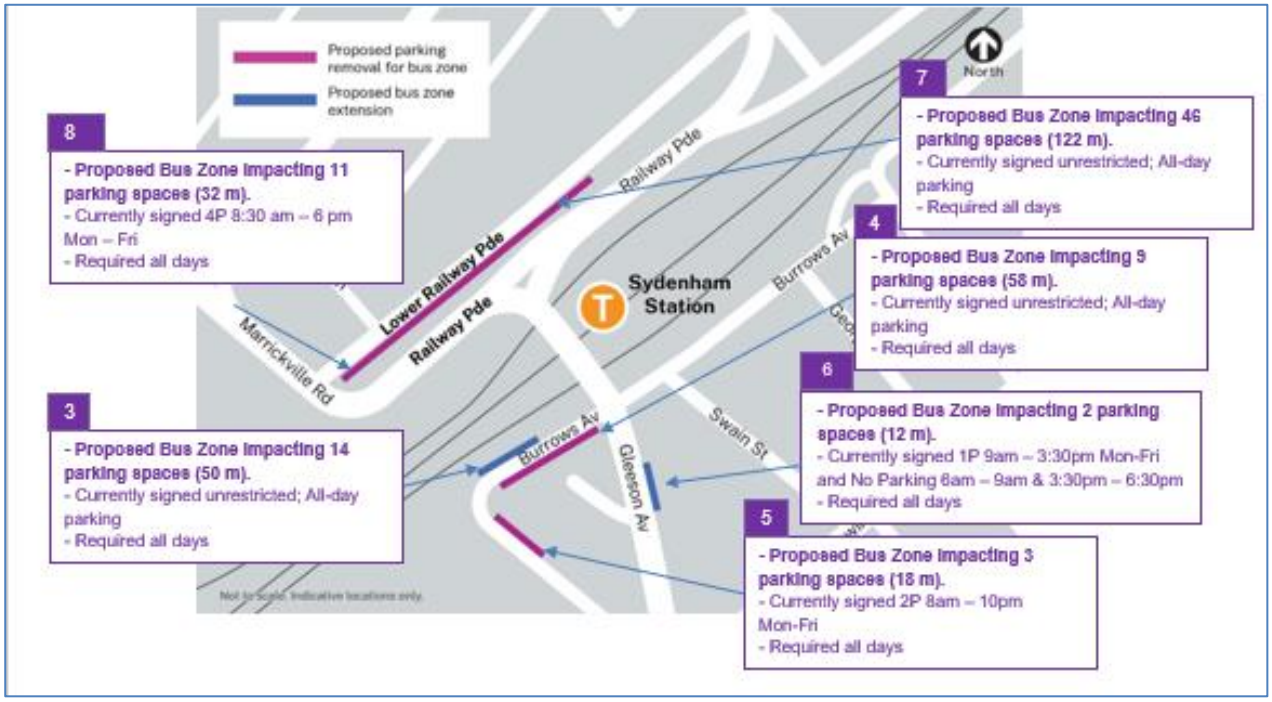
1. Section A of Dulwich Hill Station, Dudley Street, northern side (Stop ID: 20433) - Bus stop extension (1 parking space)

    - Dudley Street (northern kerb between Wardell Road and School Parade)
    - Currently signed 'Loading Zone 8:30am – 6pm Mon – Fri & 8:30am – 12:30pm Sat'
    - Proposed Bus Zone extension is required for all days of the TTP bus operation
    - Proposed temporary change will impact approximately one parking space (**7m**)
    - This change is proposed to create the extra space required for the additional TTP buses using the stop.

2. Section B of Dulwich Hill Station, Dudley Street, northern side (Stop ID: 220433) - Bus stop extension (3 parking spaces)

    - Dudley Street (northern kerb between Wardell Road and School Parade)
    - Currently signed 'P30 min 8:30am – 6pm Mon – Fri & 8:30am – 12:30pm Sat'
    - Proposed Bus Zone extension is required for all days of the TTP bus operation
    - Proposed temporary change will impact approximately 3 parking spaces (**18m**)
    - This change is proposed to create the extra space required for the additional TTP buses using the stop.

Sydenham Station Precinct (85 parking spaces)



3. Burrows Avenue, Sydenham (Stop ID: 204421) Rear to kerb parking – Bus Zone Extension (14 parking spaces)

- Burrows Avenue (northern kerb west of Gleeson Avenue)
- Currently 'Unrestricted parking'
- Proposed Bus Zone is required for all days of the TTP bus operation
- This proposed change is to create the space required for buses to layover and to provide adequate space for draw-in/draw-out purposes.
- Proposed temporary change will impact approximately 14 rear to kerb parking spaces (**50 m**).

4. Burrows Avenue, Sydenham – (Southern kerb) – Bus Zone (9 parking spaces)

- Burrows Avenue (southern kerb west of Gleeson Avenue)
- Currently 'Unrestricted parking'
- Proposed Bus Zone is required for all days of the TTP bus operation
- This proposed change is to create the space required for buses to layover safely.
- Proposed temporary change will impact approximately 9 parking spaces (58 m).

5. Railway Road, Sydenham NSW 2204 – (Northeastern kerb) – Bus Zone (3 parking spaces)

- Railway Road (northeastern kerb between Gleeson Avenue and Burrows Avenue)
- Currently '2P 8am – 10pm Mon-Fri'
- Proposed Bus Zone is required for all days of the TTP bus operation
- This proposed change is to create the space required for buses to layover safely and to provide adequate turning circle space.
- Proposed temporary change will impact approximately 3 parking spaces (**18 m**).

6. Gleeson Avenue, Sydenham (Eastern kerb) Bus Zone extension (2 parking spaces)

- Gleeson Avenue (eastern kerb between Burrows Avenue and Railway Road)

- Currently '1P 9:00 am – 3:30 pm Mon – Fri'
- Proposed Bus Zone extension is required for all days of the TTP bus operation
- Proposed temporary change is to create additional space required for buses to adequately draw in/out from the bus stop.
- Proposed temporary change will impact approximately 2 parking spaces (12m).

7. Section A of Lower Railway Parade, Sydenham 90-degree angled parking, Sydenham – Layover Bus Zone and Standby area (46 parking spaces)
- Lower Railway Parade Parallel Parking (southern side between Sydenham Road and Marrickville Road)
- Currently' Unrestricted parking'
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately 46 angled parking spaces (122 m).
- This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; (ii) located along the route path used between the last and first stops; and (iii) as far as removed from residential dwellings.

8. Section B of Lower Railway Parade, Sydenham 90-degree angled parking, Sydenham - Layover Bus Zone (11 parking spaces)
- Lower Railway Parade Parallel Parking (southern side between Gleeson Avenue and Marrickville Road)
- Currently '4P 8:30 am – 6 pm Mon – Fri' restrictions
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately eleven angled parking spaces (32 m).
- This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; and (ii) located along the route path used between the last and first stops.

PUBLIC CONSULTATION

Transport for NSW propose the temporary parking changes and will carry out consultation with local businesses and residents during March 2023.

A Consultation Outcomes Report will be prepared collating feedback and TfNSW's comment on that feedback received as part of TfNSW consultation process. The report will be submitted to April 2023 Local Traffic Committee Meeting.

ATTACHMENTS

1.⇩ Dulwich Hill Station Notification April
2.⇩ Sydenham Station Notification April

Item 5

Transport for NSW

Proposed temporary parking changes

T3 Bankstown Line upgrade work – Dulwich Hill Station

March 2023

Transport for NSW acknowledges the Gadigal and Wangal people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, rail upgrade work will take place between Sydenham and Bankstown from Thursday 20 April to Sunday 23 April 2023.

Have your say

During this time, buses will replace trains. Temporary parking changes are needed around Dulwich Hill Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on the proposed parking changes by Friday 24 March.

Proposed temporary changes

The following temporary changes are needed for four days between **4am Thursday 20 April and 2am Monday 24 April 2023**:

- Remove three parking spaces (18 metres) and the loading zone (seven metres) on the northern side of Dudley Street to extend the current bus zone. The parking spaces are currently sign posted 30-minute parking between 8.30am and 6pm, Monday to Friday and 8.30am and 12.30pm on Saturday. The loading zone is currently sign posted between 8.30am and 6pm, Monday to Friday and 8.30am and 12.30pm on Saturday.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Provide your feedback by **5pm Friday 24 March 2023.**

Email: TTPComms@transport.nsw.gov.au

Phone: 1800 171 386

Visit mysydney.nsw.gov.au/SydenhamtoBankstown

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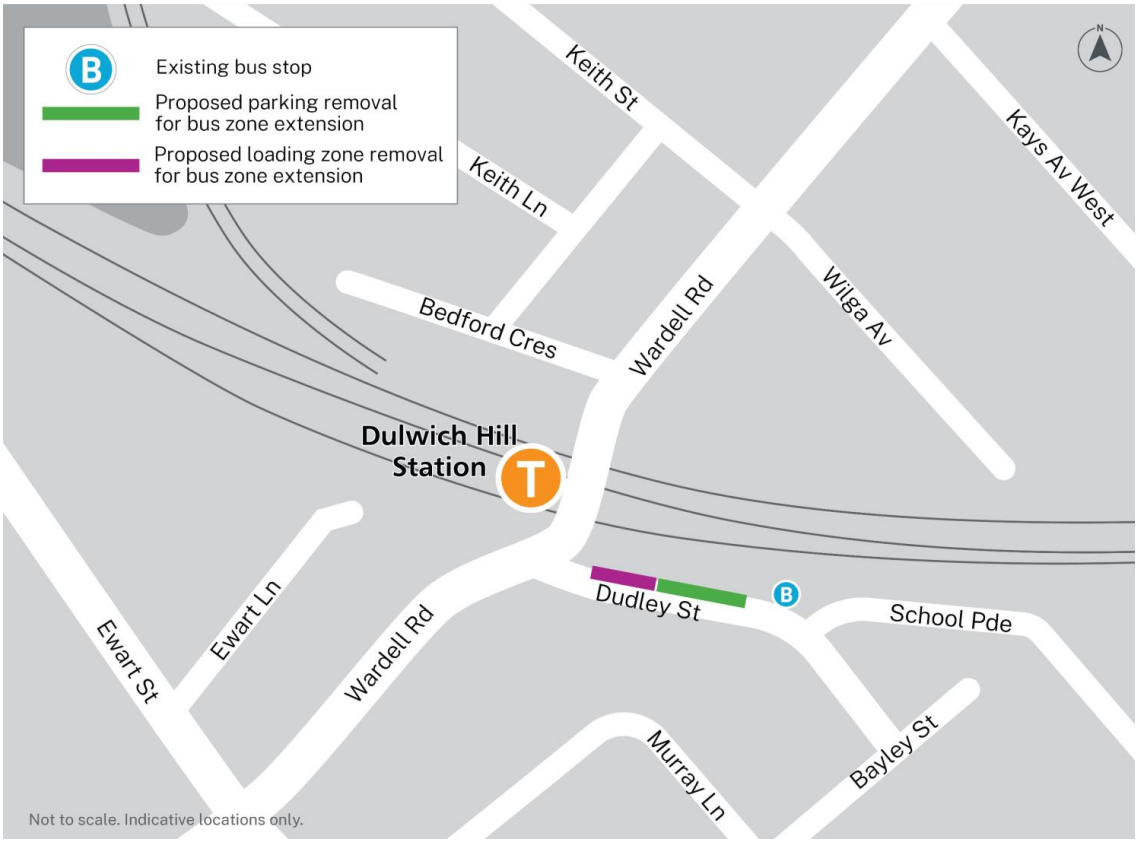
Attachment 1

Map of the proposed temporary parking change



Contact us

Project Infoline **1800 171 386**

TTPComms@transport.nsw.gov.au

mysydney.nsw.gov.au/SydenhamtoBankstown

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Item 5

Transport for NSW

Proposed temporary parking changes

T3 Bankstown Line upgrade work – Sydenham Station

March 2023

NSW GOVERNMENT

Transport for NSW acknowledges the Gadigal people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, rail upgrade work will take place between Sydenham and Bankstown from Thursday 20 April to Sunday 23 April 2023.

Have your say

During this time, buses will replace trains. Temporary parking changes are needed around Sydenham Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on the proposed parking kerbside changes by Friday 24 March.

Proposed temporary changes

The following temporary changes are needed for four days between **4am Thursday 20 April and 2am Monday 24 April 2023**:

- Remove 57 parking spaces (154 metres) on the northern side of Railway Parade to create a new bus zone. A total 46 spaces are sign posted all-day parking and 11 spaces are sign posted four-hour parking between 8.30am and 6pm, Monday to Friday.
- Remove 14 parking spaces (50 metres) on the western side of Burrows Avenue to extend the existing bus zone. The spaces are all-day unrestricted parking.
- Remove nine parking spaces (58 metres) on the eastern side of Burrows Avenue to create a new bus zone. The spaces are all-day unrestricted parking.
- Remove two parking spaces (12 metres) on the eastern side of Gleeson Avenue to extend the current bus zone. The spaces are sign posted one-hour parking between 9am and 3.30pm, Monday to Friday and no parking between 6am and 9am and 3.30pm and 6.30pm, Monday to Friday.
- Remove three parking spaces (18 metres) on the northern side of Railway Road to create a new bus zone. The parking spaces are sign posted two-hour parking between 8am and 10pm, Monday to Friday.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Provide your feedback by **5pm Friday 24 March 2023**.

Email: TTPComms@transport.nsw.gov.au

Phone: 1800 171 386

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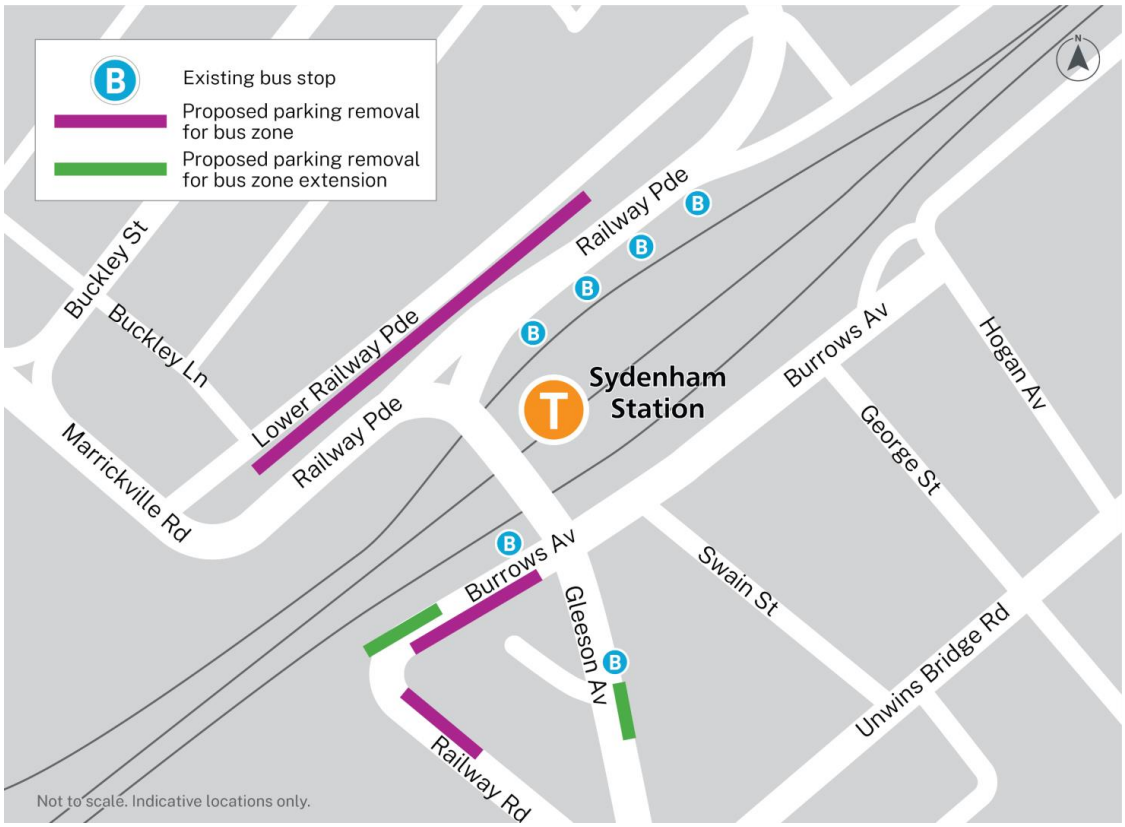
Attachment 2

Map of the proposed temporary parking changes



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Item No: **LTC0323(1) Item 6**

Subject: **LEICHHARDT WEST PRECINCT – STAGE 1 (ALLEN STREET) RESIDENT PARKING SCHEME (GULGADYA-LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**

Prepared By: Felicia Lau - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council at its meeting on 12 April 2022 adopted the Leichhardt West Precinct Parking Study. The outcome of the study recommended a Resident Parking Scheme (RPS) expansion to residential streets within the Epicure Residential Complex Precinct. This report provides details of the proposed parking changes.

RECOMMENDATION

That:

1. **'2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area L1' be installed on sections of Elswick Street, Edith Street, Flood Street, Burfitt Street, Athol Street, Whiting Street, Lyall Street, Kalgoorlie Street and Allen Street, as shown in the attached plan;**

2. **Any existing restricted parking zones such as 'Bus Zone, Mobility Parking Zone, 'No Parking' zone and others, be retained;**

3. **Council's Compliance Manager be informed of the parking changes in Leichhardt; and**

4. **Council undertake investigation into a RPS expansion to Stage 2 (Marketplace) 6-12 months after the operation of the Stage 1 (Allen Street) RPS.**

BACKGROUND

Council at its meeting on 12 April 2022 adopted the Leichhardt West Precinct Parking Study which examined parking utilization in Leichhardt. The study strategy recommends expanding the Resident Parking Scheme (RPS) in Leichhardt to the residential streets of the Stage 1 (Allen Street) area generally bounded by Foster Street, Regent Street, Elswick Street, Athol Street and Whiting Street.

FINANCIAL IMPLICATIONS

The cost to implement the Leichhardt West Precinct Parking Study Strategy will be funded from Council's operational budget.

OTHER STAFF COMMENTS

The attached plan presents the proposed Resident Parking Scheme (RPS) expansion for Leichhardt West. During development of the RPS expansion, some street frontages were retained as unrestricted parking to offer opportunities for those who may not be eligible for parking permits, this includes some education precincts and reserves. Any existing mobility parking zones, timed restriction zones, 'No Parking' zones, bus zones and others will be retained.

Residents will be notified prior to the signage installation to give adequate time to understand the Scheme and apply for permits. Information on parking permit eligibility, hot to apply for permits and other information will be distributed to the community. The eligibility of resident parking permits will be in accordance with the Leichhardt Resident Parking Schemes Policy and is outlined below:

Number of Off-street Parking Spaces at Property	Number of Eligible Permit Type	
	Resident Parking Permit	Visitor Parking Permit
0	2	1
1	1	1
2 or more	0	1

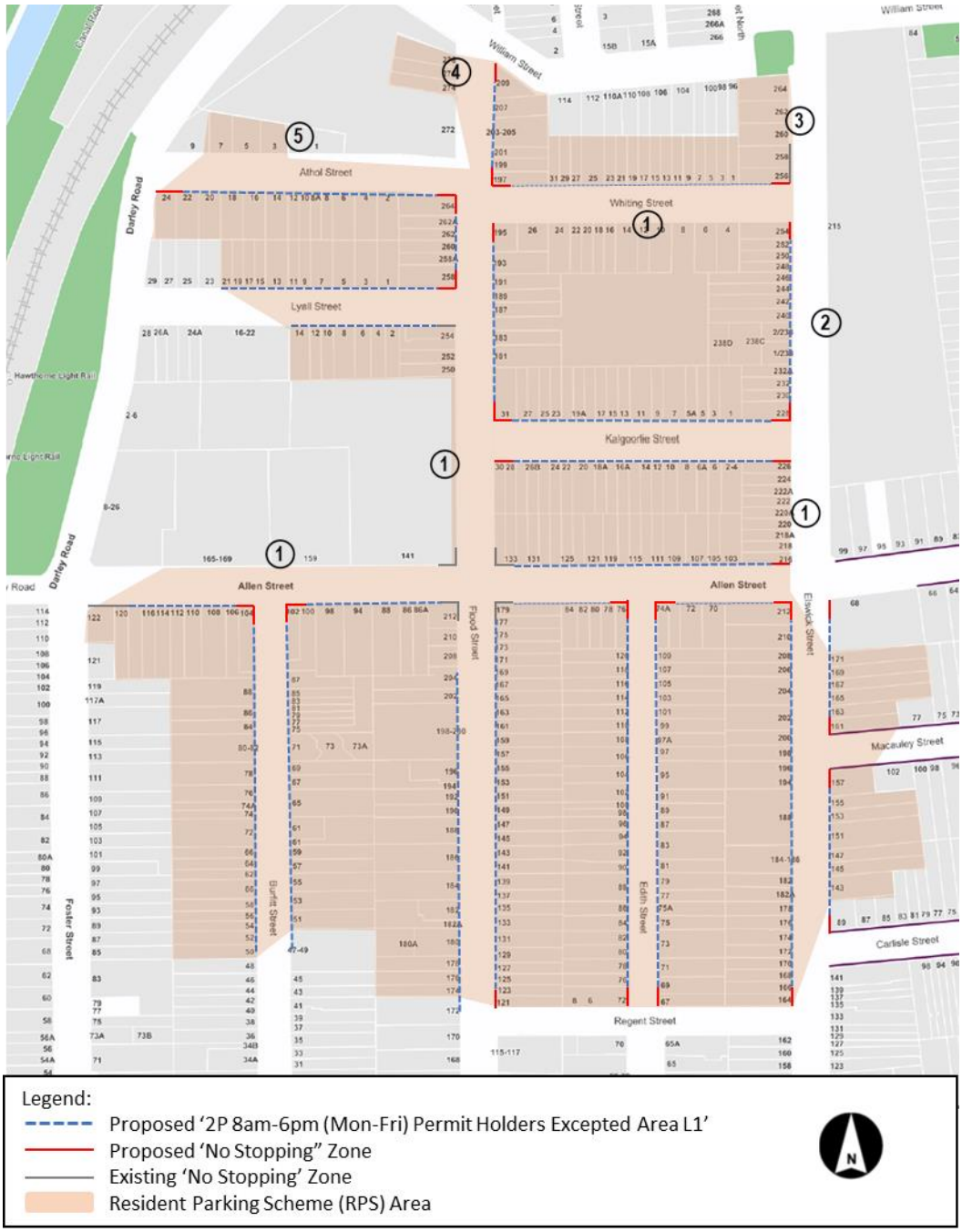
Note:

1. Dual occupancies, multi dwelling housing and residential flat buildings, subdivisions into two or more lots and the strata subdivision of residential flat buildings, approved after January 2001, are **NOT** eligible to participate in Council's Parking Permit Scheme.
2. Multi-dwelling units with visitor parking within the premises will not be issued visitor parking permits.

Any parking permit issuance anomaly that was historical will continue with the existing arrangement for the existing owner and will revert to the above eligibility for any future changes to the property ownership or development.

For new RPS areas, statutory 'No Stopping' zones must also be signposted at all intersections (as per NSW Road Rules).

Item 6



Notes:	
①	Unrestricted parking is proposed to be retained in this area to allow parking for properties that are not eligible to participate in the Resident Parking Scheme (RPS). Properties that are not eligible includes dual occupancies, multi dwelling housing and residential flat buildings, subdivisions into two or more lots and the strata subdivision of residential flat buildings, approved after January 2001.
②	Unrestricted parking is proposed along the frontage of the educational institution as they are not eligible for residential parking permits. This also provides some unrestricted parking for different type of users.
③	There are limited parking spaces, and most properties in this section have some off-street parking. Since it is also at the fringe of the RPS boundary, it is proposed to retain as unrestricted parking area to allow a better transition between restricted and unrestricted areas. Residential properties in this section are proposed to be included in the RPS and have the same permit allocation.
④	Since this section is at the fringe of the RPS boundary, it is proposed to retain as unrestricted parking area to allow a better transition between restricted and unrestricted areas. Residential properties No. 274, 276 and 278 on the western side are proposed to be included in the RPS and have the same permit allocation.
⑤	Unrestricted parking is proposed in this area to allow parking for properties that may not be eligible to participate in the RPS. Residential property No.3, 5 and 7 are proposed to be included in the RPS and have the same permit allocation.

PUBLIC CONSULTATION

During the Public Exhibition of the Leichhardt West Precinct Parking Study, Council posted 4,319 letters to residents, businesses, organisations and institutions in September 2021 inviting to participate in an online questionnaire on the study. Members of the public could also request a paper-based copy of the questionnaire.

A total of 265 submissions were received, with the main findings as follows:

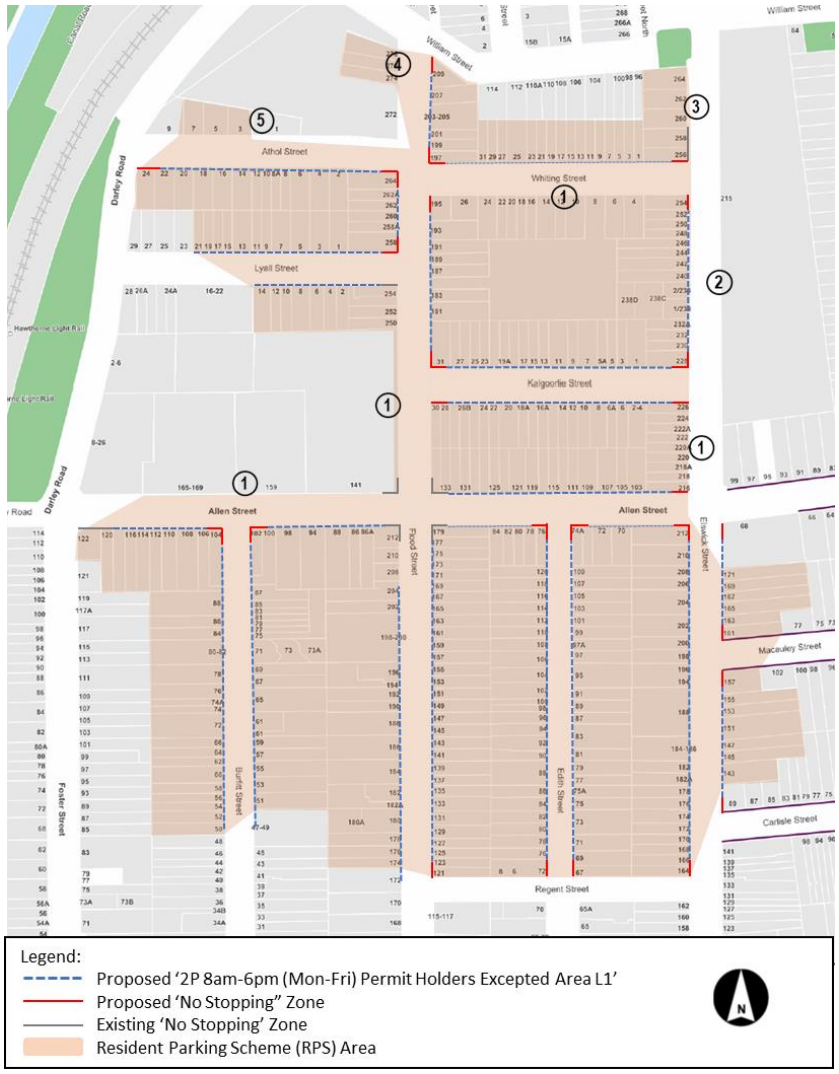
- The lack of support for introduction of pricing on second residential parking permit in Leichhardt West.
- Support for Resident Parking Scheme (RPS) to be introduced around the Stage 1 (Allen Street) area.
- Support for introduction of angle parking in sections of Edith Street and Elswick Street North.
- Mixed opinions about visitor permit reform and long-term option of extending the Resident Parking Scheme into the Market Place Precinct and Taverners Hill Precinct within the study area. An investigation into Stage 2 (Market Place precinct) will be underway after 6-12 months following the operation of Stage 1 (Allen Street precinct).

CONCLUSION

It is recommended that the proposed '2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area L1' be installed on sections of Elswick Street, Edith Street, Flood Street, Burfitt Street, Athol Street, Whiting Street, Lyall Street, Kalgoorlie Street and Allen Street, as shown in the attached plan.

ATTACHMENTS

1.⇩ Stage 1 (Allen Street) Resident Parking Scheme Signage Plan



Notes:

① Unrestricted parking is proposed in this area to allow parking for properties that may not be eligible to participate in the Resident Parking Scheme (RPS). Properties that are not eligible includes dual occupancies, multi dwelling housing and residential flat buildings, subdivisions into two or more lots and the strata subdivision of residential flat buildings, approved after January 2001.

② Unrestricted parking is proposed along the frontage of the educational institution as they are not eligible for residential parking permits. This also provides some unrestricted parking for different type of users.

③ There are limited parking spaces, and most properties in this section have some off-street parking. Since it is also at the fringe of the RPS boundary, it is proposed to retain as unrestricted parking area to allow a better transition between restricted and unrestricted areas. Residential properties in this section are proposed to be included in the RPS and have the same permit allocation.

④ Since this section is at the fringe of the RPS boundary, it is proposed to retain as unrestricted parking area to allow a better transition between restricted and unrestricted areas. Residential properties No. 274, 276 and 278 on the western side are proposed to be included in the RPS and have the same permit allocation.

⑤ Unrestricted parking is proposed in this area to allow parking for properties that may not be eligible to participate in the RPS. Residential property No.3, 5 and 7 are proposed to be included in the RPS and have the same permit allocation.

Item No: **LTC0323(1) Item 7**

Subject: **HENRY STREET, ST PETERS – SYDENHAM PRECINCT (AREA M4) RESIDENT PARKING SCHEME EXTENSION (HEFFRON ELECTORATE / INNER WEST PAC)**

Prepared By: Jennifer Adams - Engineer – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received concerns regarding the increase in difficulty in finding available car parking spaces in the eastern section of Henry Street, St Peters. Henry Street has parking spaces which are unrestricted but is between streets which have existing 2P restrictions. In order to provide a consistency in restrictions Council is proposing to convert a section of 'unrestricted' parking in Henry Street, St Peters between Grove Street and Sutherland Street, to 2P Permit Holders Excepted parking.

This report provides the results of a localised 'resident parking scheme survey' relating to the extension of the M4 residential permit parking scheme into Henry Street, St Peters. There was a low response rate for the survey however, due to many localised issues, it is recommended that the proposed M4 extension be supported.

RECOMMENDATION

That the proposed extension of the M4 Residential Permit Parking Scheme of '2P 8.30am-6.00pm Mon-Fri Permit Holders Excepted Area M4' restrictions on the southern side of Henry Street, St Peters between Grove Street and Sutherland Street (as outlined in Figure 1 – Option B) be approved.

BACKGROUND

The five (5) effected residents in Henry Street, St peters were given two options in regard to this proposal. The proposal, with the two options, is illustrated on the map below.

- OPTION A: Convert 'unrestricted' parking to '2P 8.30am-6pm, Monday to Friday, Permit Holders Excepted M4' restrictions on the northern side of Henry Street, between Grove Street and Sutherland Street, St Peters.

- OPTION B: Convert 'unrestricted' parking to '2P 8.30am-6pm, Monday to Friday, Permit Holders Excepted M4' restrictions on the southern side of Henry Street, between Grove Street and Sutherland Street, St Peters.

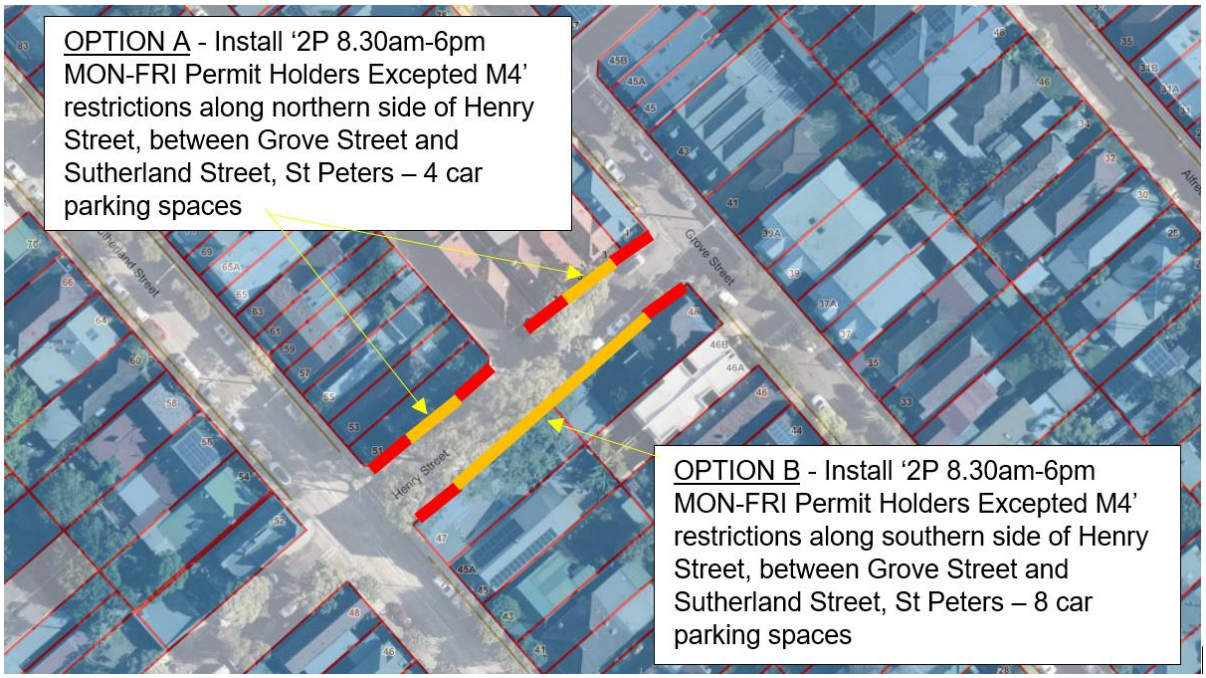


Figure 1 – Proposed parking options

Typically, Council introduces Residential Parking Permit schemes outside of residential properties to minimise impacts to other properties in the street which also generate a need for parking (ie. residential, commuter, industrial, commercial, etc). In this case due to the configuration of properties the five residents were given the option to have it on the opposite side of the street from their properties. By putting the new restrictions on the opposite side to their residencies 8 parking spaces will be eligible for permit parking opposed to 4 car parking spaces (if adjacent to their properties). It is noted that Grove Street and Sutherland Street already have '2P 8.30 – 6pm Mon–Fri - permit holders excepted – Area M4' parking restrictions currently in place. Refer to the map below.

FINANCIAL IMPLICATIONS

The cost to implement the new restrictions will be funded from Council's operational budget.

PUBLIC CONSULTATION

A consultation letter was hand delivered on 6 February 2023 to owners / occupiers of the five (5) effected properties on Henry Street, St Peters. The closing date for submissions ended on 22 February 2023. One response was received in support of the proposal.

It is noted that Council's adopted Policy for the introduction of a Permit Parking Area states *"that before implementing a resident parking scheme in any area, a survey of residents be undertaken to ascertain the level of support for such a scheme and that such support should be in excess of 65% of submissions received provided that rate of return of submissions is reasonable (higher than 30%)"*.

The level of overall response is lower than Council's adopted Policy and would typically be considered insufficient, however considering the many converging localised issues it is recommended that the proposed M4 extension be supported. It is noted that many of the residences in the locality do not have off-street parking facilities and rely on-street parking

ATTACHMENTS

Nil.

Item 8

Item No: **LTC0323(1) Item 8**

Subject: **MANEY STREET, ROZELLE - DROP OFF AND PICK UP ZONE (BALUDARRI - ROZELLE/BALMAIN/LEICHHARDT PAC)**

Prepared By: Charbel El Kazzi - Graduate Civil Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

As part of the consent conditions for the approved State Significant Development Application 27208140, St Aloysius College (48 Victoria Road and 2B Gordon Street, Rozelle) has applied for a 'No Parking' drop off and pick up (DOPU) zone on the west side of Maney Street between Quirk Street and Victoria Road, Rozelle.

The implementation of the 18m length DOPU zone will operate 8:00am-8:30am and 3:00pm-4:00pm during school days. Outside of these times, a '2P Permit Holders Excepted Area R1' restriction will apply. '2P 8am-6pm Mon-Fri Permit Holders Excepted Area R1, Other Days' will apply during non-school days.

RECOMMENDATION

That:

1. **A 18m length of 'No Parking 8am-8:30am, 3pm-4pm School Days', '2P 8:30am-3pm School Days, Permit Holders Excepted Area R1', '2P 8am-6pm Mon-Fri Permit holders Excepted, Area R1 Other Days' zone be provided on the west side Maney Street, commencing from the common boundary alignment of 38 Victoria Road and 2B Gordon Street, Rozelle as per attached plan; and**

2. **It be noted that the St Aloysius College has applied for a School Zone to Transport for NSW.**

BACKGROUND

The applicant for St Aloysius College (48 Victoria Road and 2B Gordon Street, Rozelle) has made a request for a 'No Parking' zone drop off and pick up (DOPU) area on the west side of Maney Street between Quirk Street and Victoria Road, Rozelle.

The St Aloysius College State Significant Development Application was for a fit out and adaptive re-use of two existing buildings (on two separate sites) for a new school to accommodate a maximum 200 students (age group 13-15 years) and 15 staff members, with associated car parking, landscaping shuttle bus services and on-street drop-off/pickup zones.

The subject location in Maney Street currently has a '2P 8am-6pm Mon-Fri Permit Holders Excepted Area R1' restriction.

FINANCIAL IMPLICATIONS

The cost of these works will be funded by the applicant.

OTHER STAFF COMMENTS

The relevant conditions of consent for the development included the development of an Operational Transport and Access Management Plan (OTAMP), which includes:

- Pedestrian analysis including the identification of safe route options. The operation and management of the DOPU zone in Maney Street.
- Information on the school shuttle services and ways to encourage use of this service.
- Green Travel Plan and Transport Access Guide for students and staff.

The OTAMP also includes a monitoring and review process which is undertaken in consultation with Council's Road Safety Education Officer.

It is also noted that the school has made an application to Transport for NSW for a School Zone on streets surrounding the school including Maney Street, which is expected to be installed prior to occupation.

PUBLIC CONSULTATION

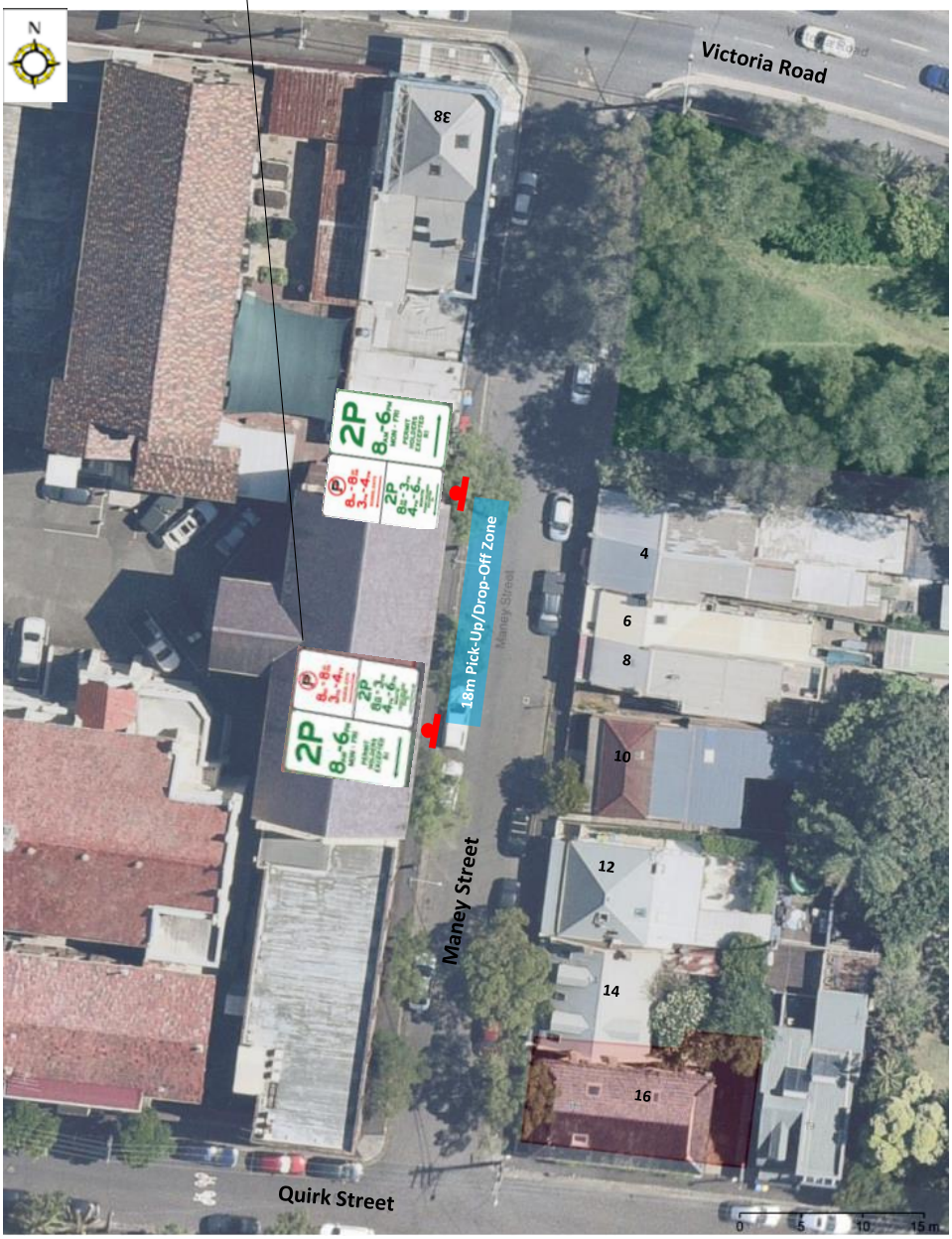
A consultation letter was issued to residents on 16 February 2023 detailing the proposed changes. No feedback was received regarding this proposal.

ATTACHMENTS

1.⇩ Maney Street, Rozelle - Plan

Item 8

Install 18m 'No Parking 8am-8:30am, 3pm-4pm School Days', '2P 8:30am-3pm School Days, Permit Holders Excepted Area R1', '2P 8am-6pm Mon-Fri Permit holders Excepted, Area R1 Other Days' zone from the common boundary alignment of 38 Victoria Road and 2B Gordon Street, Rozelle



Attachment 1

Item No: **LTC0323(1) Item 9**

Subject: **MYRTLE STREET, LEICHHARDT - 10KM/H SHARED ZONE AND LINE-MARKED PARKING BAYS (GULGADYA - LEICHHARDT/BALMAIN ELECTORATE/ LEICHHARDT PAC)**

Prepared By: Charbel El Kazzi - Graduate Civil Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

In response to concerns raised by residents regarding traffic safety in Myrtle Street, Leichhardt, Council is proposing to provide a 10km/h Shared Zone and footpath parking scheme in Myrtle Street between Elswick Street and Ivory Street, Leichhardt. The proposal was developed through community consultation to formalise parking on the footpath within marked parking bays, whilst maintaining a clear travel lane and improving pedestrian amenity.

RECOMMENDATION

That:

1. **A 10km/h Shared Zone and footpath parking be supported in principle in Myrtle Street, Leichhardt between Elswick and Ivory Street, Leichhardt as per attached plan, subject to TfNSW approval; and**

2. **The project be listed for consideration on Council's Capital Works Program.**

BACKGROUND

Concerns were raised through a petition from residents of Myrtle Street regarding the current speed and volume of vehicles in the street. The issue was compounded due to the narrow width of the road and vehicles parking on the footpath on both sides of the street between Elswick Street and Ivory Street, resulting in pedestrians being forced on the road and creating a safety issue.

In 2022, Council undertook an investigation of the traffic conditions in Myrtle Street with a view of considering a 10km/h Shared Zone. A summary of the assessment results is below.

Features	Shared Zone Criteria	Myrtle Street (Elswick St & Ivory St)	Criteria Met
Current Traffic Flow	≤100 vehicles per hour and 1000 vehicles per day)	1126 vehicles per day	Yes
Current Speed Limit	≤50 km /h	50km/h	Yes
85th percentile speed	N/A	38km/h	N/A
Length of Proposed Shared Zone	≤400 metres	135m	Yes
Current Speed limit of adjoining roads	≤50 km /h	50km/h	Yes
Current carriageway width	Minimum traffic width of 2.8m	3.0m	Yes
Route access	Must not be located along bus routes or heavy vehicle routes except delivery or garbage trucks	No bus route or heavy vehicle route	Yes

Streets with narrow or no footpaths	where pedestrians are forced to use the road	Footpaths are narrow	Yes
Kerbs	Kerbs must be removed unless excepted by TfNSW	Category 2 shared zone can be implemented without removal of kerbs	Yes
All criteria met?	Yes		

Subsequently Council undertook community engagement on a 10km/h Shared Zone and footpath parking scheme between Ivory Street and Elswick Street. The proposal was intended to legalise parking of vehicles partially on the footpath within marked bays while maintaining a clear travel lane and providing a 1.2m width for pedestrian amenity. The proposal also featured two sections with pavement surface treatment intended to reduce vehicle speeds.

The feedback results received from the community was mixed with 9 in support (43%), 9 submissions for an alternate proposal (43%), and 3 (14%) objections. As the safety issues were still a concern, Council revised the proposal-based feedback and proposed two options for Myrtle Street in January 2023.

Option 1 -This option would legalise parking on the footpath within marked parking bays, whilst maintaining a clear travel lane and maintaining 1.2m width pedestrian footpath width on the north side and a full width footpath on the southern side.

Option 2 - This option builds on option 1 however includes a 10km/h Shared Zone, which would require vehicles to give way to pedestrians. The proposal also includes Shared Zone signage and surface treatments on each approach.

A concept plan of the preferred option (Option 2) is included in **Attachment 1** with the main features including: traffic calming devices, marked parking bays indicating where vehicles can park and pavement surface colouring to modify the street environment to make drivers and pedestrians aware of the different conditions.

FINANCIAL IMPLICATIONS

The cost of the proposed Shared Zone is estimated at $33,000 including 10% contingency and 10% design costs. Works are to be considered as part of Council's Capital Works Program.

PUBLIC CONSULTATION

A letter outlining the above proposal was mailed to the affected 47 properties in Myrtle Street, Elswick Street, National Street, Ivory Street and Edith Road requesting residents' feedback regarding the options.

At the time of this report, 21 responses were received with five (5) in support of option 1, fourteen (14) in support of option 2, one (1) undecided and one (1) supporting neither option.

	Option 1 Footpath parking marked bays	Option 2 Shared Zone with footpath parking bays	Neither/Undecided
Community Consultation Results	5 (24%)	14 (67%)	2 (10%)

Resident comments related to the proposal have been outlined below:

Residents' Comment	Officer Comments
Driveway and Pedestrian Access Comments	

The sensible thing to me is the reverse of Option 1 where the northern side of the road is on-road parking, as the footpath has less driveways to deal with, so is a better path for pedestrians.	This was considered in the development of the concept design. There are more driveways on the south side, compared to the north side. Further consideration can be provided during detailed design.
Traffic and Parking Comments	
Consider timed parking for non-residents using the Albert, Elswick, National and Myrtle Street block.	This has been reviewed as part of the Leichhardt West precinct parking study. Due to low support from community, stage 1 (Allen Street) will be implemented while Myrtle Street which is part of Leichhardt Marketplace precinct will be further investigated for RPS expansion after Stage 1 RPS is in operation.
OPTION 2 is a great idea as Myrtle St has become a rat run. Parked cars are frequently damaged by passing speeding cars. (3 similar comments)	The speed calming measures proposed in option 2 will help reduce speeding and bypass traffic in Myrtle Street.
General Comments	
I feel that it would be more appropriate to have footpath parking bays at all areas defined by lines rather than a mix of on road and footpath options.	A proposal to allow footpath parking on both sides of Myrtle Street would result in a wide carriageway and would encourage speeding. Further the limited width may at times force some pedestrians requiring additional width on to the road. Further consideration can be provided during detailed design.
I would suggest that Myrtle Street be made one-way as the street is very narrow (1 similar comment)	One-way restrictions reduce accessibility and encourage an increase in vehicle speeds which is not appropriate for a '10km Shared Zone' environment. Myrtle Street experiences low traffic volumes and passing opportunities are adequate to accommodate two-way movement.

CONCLUSION

Based on the above results, Option 2 for a Shared Zone and line marked car parking bays as per **Attachment 1** is supported. The implementation of this option will formalise footpath parking whilst also maintaining pedestrian access and reducing vehicle speeds.

ATTACHMENTS

1.⇩ Preferred Option (Option 2) - Shared Zone including Line-marked Car Parking bays

Option 2 - Shared zone including line-marked car parking bays